

708

For Sam May



London

Monday October 1810	1 st	Having agreed with Messrs Thos & John Mather to take Charge of Ship Cyrus and perform another Whale Voyage round to the Coast of Peru, and having the Ship completely fitted now lying at Blackwall I took Charge of her, shipped an able crew, and with a Pilot on board held her in readiness to drop down the River, strong E winds and fair weather
Tuesday Oct ^r Wed ^d Th ^r Fr ^y Sat ^r Sun ^d Mon ^d Tue ^s	2 3 4 5 6 7 8 9	during these eight days, we had either thick fog, night, or strong Ely winds, whenever the tide would admit of moving the Ship, so that we barely reached Gravesend at the end of Tuesday the 9 th where on account of strong Ely winds we were obliged to lie for the present - prepared every thing for Sea in the best manner,
Wednesday Oct ^r	10 th	Strong Ely winds and dirty weather, I joined the Ship at Gravesend advanced about 2 3 P.M. to each of my crew, but strong Ely winds prevented me from sailing outwards, took small supplies on board
Thursday Oct ^r	11 th	strong Ely winds and fair weather, at 11 A.M. weighed and worked down River, at 6 came too in Sea - Reach, several sail in E
Friday	12 th	fresh Ely wind and open cloudy weather weighed on the ebb and ply'd outward, at 9 A.M. came too with Reculver Church South, and Pan sand buoy N 60 E at noon weighed on the ebb, with moderate wind and E N E, at 4 P.M. came too in the Downs on 8 water S. Foreland light S W and Sandown Castle N W took our boats and boat stuff on board

Agreed to make my signal again, on coming into the Downs



Ship Cyrus from Deal to Portsmouth, Paul West Master

Saturday 13th brisk N E wind and fair. Applied to the Admirals Office at Deal for a Convoy to Portsmouth but not being able to get any, took my anchor and run by myself, at sunset past Dungeness at a mile distance, steered W 20 N. with brisk wind at East past several vessels, the weather very clear moonlight at 11, fell in with a large cutter that reconnoitered me in a very suspicious manner. I accordingly called all hands to quarters and had everything in the best manner prepared for defence, mean time I continued steady on my course with all sail set so that the enemy haul'd off and left me, with Bear Head North, two miles distant

Sunday 14th a fresh E by winds and hazy, steered (after passing Beachy) W by N $\frac{1}{2}$ N which led me so far out that I did not see the Owers light, at 2 past 4 A.M. hove too, on 20 fms water at 6 saw Dunnose N N E six leagues haul'd in by the wind and run into Portsmouth, came too at Spithead, a Pilot vessel that followed me in, demanded and obliged me to pay full pilotage, at 3 P.M. fresh wind at E S E, took my anchor, run to the Mother bank and came too on 7 fms Ryde town S S W, no Convoy to sail directly

Monday 15 strong E by wind, no landing, nothing new

Tuesday 16 brisk winds inclining S by and S W by and dirty weather but nothing new, a Brazil Convoy appointed

Wednesday 17th fresh S by winds & Rainy weather, waiting for Convoy, but no sign of any soon, sighted out anchor

Thursday 18 a heavy gale at S W with rainy weather a Convoy called for the Downs, no communicating ashore

Friday 19th strong S W winds and equally weather, passed too and from Portsmouth in the Ryde cutter, arrived several

Ship Cyrus at Portsmouth for Convoys - P. West 1810

Saturday 20th strong wind at W S W and dirty rugged weather
October still waiting for Convoys, could not communicate with shore

Sunday 21st a continued stormy gale at W S W sighted the anchor
Oct and drifted off of the M Bank into 15 f^m water
let go the anchor, and remain'd, winds & rain as before
came in, amongst others, a captured French Privateer

Monday 22^d very heavy gales at W B N and considerable Sea
Oct at 9 A M payed out the whole cable, at 10 down at
Topgallantmast and topmasted steeled the boats down on
the 2^d deck at noon the violence of the gale drove
the Ship with 110 f^m of cable without the bows, let go
the best bower and brought her up, several vessels
lost cables and anchors, the Men of War all with the
yards and Topmasts struck, ends with two anchors ahead

Tuesday 23^d winds moderating, at 10 A M weigh'd my anchor
Oct ply'd up to the Mother Bank and came too again
on 7th near the powder-hulk, Ryde-Mill South and
nearest shore $\frac{1}{2}$ of a mile distant, at 6 P M strong
Winds & squally, as something new. I landed

Wednesday 24th moderate N N W wind and fair but no
Oct motion made by any of H M S towards sailing
with Convoys to the West

Thursday 25th moderate Northerly winds and fair, on seeing
Oct H M S Dolphin getting under way for Lisbon I
applied to Admiral Sir Roger Curtis, Commander in Chief
for permission to join her, who gave me an order to
the Cap^t to that effect, at 1 P M, I applied to Cap^t
Watson and obtain'd Instructions, so weigh'd and
sailed outward, at 6 P M joined the Dolphin and
her Convoys of nine sail, and steered W 20 N with
a fine breeze at E N E at 8 past St. Catharine
Point at 3 miles distant

Ship Cyrus departing from England for Cape Horn

Friday 26th moderate winds at ENE and fair through the day steering WNW and NWN at noon I observed Latitude 50-00 and saw the Star point NE 5. or 6 leagues at 8 P M saw the Lizard light NWN at 5 the Commodore made signal for an Enemy in sight at 6 closed the convoy, at 8 steered WSW and at the end of this civil day the Lizard lights NE 6 leagues found the Cyrus to outtrail the fleet considerably

Saturday 27th at 12 P M sea account; or at the ^{beginning} of this day, by civil account, saw the Lizard lights bearing NE 6 leagues distance, from which I take my departure, its Latitude 49-57 Wth, Long 5-14 West and although I take my Dep at the beginning of the civil day, I intend always, to note the Ships Lat & Long in my Journal, at noon, or (which is the same) at the end of the Sea day. — with a brisk breeze at ENE and open cloudy weather we steered (by signal of the Commodore) WSW under three double reefed topsails only, some of the fleet with every sail set from 8 A M to noon steered WNW then SSW at 4 calm, at 7 light wind at WNW stood to the SW by the wind, saw three strange vessels opened my tops & served the Crew.

Sunday 28th brisk winds at WNW standing. Saw by the middle part a cross ugly sea on, and rainy weather carrying three double reefed topsails & lower staysails to keep on with the fleet at 6 P M the strong wind suddenly left us, and a brisk NE breeze succeeded by signal, steered WSW. Lat 47-36 Long 6-21

Monday 29th fresh winds at ENE and rainy till 6 A M afterwards open cloudy Wth, saw a strange Cutter steered WSW till noon under a bare 2^d reef Wth at 1 P M gave her the fleet to close, at 6 made all sail again, steered SW Lat 46-00 Long 7-59

Ship Cyrus from England for C Horn, Paul West Master

Tuesday 30th moderate N E by E winds, with open cloudy and
October sometimes misty weather, steered S W in C with the
fleet, at 1 P M saw Cape Ortegal S E 19 leagues
at 3 P M I obtain'd permission of Capt Watson to
part company, at 4 had all sail set steered W by N
at 5 1/2 Cape Ortegal bore S S E 17 leagues, winds moder-
ate at E N E, Lat OBS 44-32 Long P^o 8-39
Land 8-30

Wednesday 31st moderate breezes at E N E and fair, winds flagg
October away, at 5 P M calm, at 6 P M saw Finisterre
South of me, at 6 P M it bore S 60 E about 10 1/2
employ'd arranging for whale, strop'd W Tackle block
&c as necessary saw two strange brigs, merchantme
at noon OBS Lat 42-58 Long P^o Fin^{ist} 9-3

Thursday 1st first part light W by E airs and calm fanning S
October by the wind, at daylight found myself with the mill
of a spanish brig, at 7 A M saw a hugg'd bearing
South which appeared to be manouvring and reconnoitring
me, I not approving of her appearance, and seeing
my late Convey bearing E B S in one with Capt
Finisterre, I made all sail for the Convey and
fired several signal guns, the lugger with all
set, steering N E and athwart my bows, at 10
join'd the Convey, and soon after the lugger with
large white (2 of course foreign) sails join'd the fleet
and proved to be a Spanish lugger cruising for a market
after speaking both men of war I stood off W by N
with stiff S W wind & rain, at noon it cleared with
wind at N W about ship & steered W S W and part
C with the Convey, the breeze increasing and inclining to
the N W and E W I made good use of it to the end
of these 24 hours, at noon rainy No Observation

Friday 2^d strong N E winds and open cloudy weather throughout the
October 24 hours, steering W S W under a press of sail, saw five ships
but did not alter my course, overrun 200 miles distance
the weather too rough to admit of much duty done, fired (rap
P M P 20

At noon (Cape Finisterre) my Lat 42-40
Long 9-59

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Ship from England for (Horn Paul West)

Saturday
October 3^d - strong N E winds and open cloudy weather, with squalls
steered W S W under a press of sail, but in squalls made
considerable to the S of W S W allowed accordingly,
saw only one strange sail the sea too rough to admit
of doing much duty, made one of the greatest 24 hours
that I ever made in the Cyron, which is 237 miles
At noon OBS Lat 36-54 Long 15-49

Sunday
November 4th - continues strong N E and N N E winds and open
cloudy, and light squally weather, steered W S W till
A M then S W B W, and at noon S W at 3 P M
obtained a Lunar observation by which I find myself
in the Long of Madeira at sunset saw the West
point of Madeira S 50 W, 15 or 18 leagues, and
a strange sail S W E appearing a warlike brig
at 7 P M saw the brig very near us, took in all
light sail, and haul'd close on a wind N W ind, at 11
lost sight of him, about ship to the E S E ind, winds fresh
for single reefs & courses, and continued for the) to 4
At noon OBS Lat 34-09 Long 18-25

Monday
November 5th - fresh N E winds and open cloudy weather
continued E S E till 3 A M and then in darkness
steered S W, at daylight saw nothing but the W point
of Madeira S W N 6 leagues, made all possible sail
at 3 A M discovered a strange sail W N S of me
which appeared warlike and steering just so as to meet us
I therefore haul'd to the N W ind but seeing another sail
N W of me I wore round and run S E which soon
took me under the lee of Madeira, the strangers proved
not to be cruizers, with light N E by airs fan'd S W B W
all the latter part, at noon the West point of Madeira
bore N E 6 leagues its Lat 32-49 Long 17-30 Weather

Tuesday
November 6th - moderate Easterly winds and open cloudy weather, steered
S W B W until noon, then S W, at 7 P M a squall
from S W reduced us to lower sails, at 9 light squalls
stood to the W ind, placed all of our boats for the first time
saw nothing during this fair day
At noon OBS Lat 32-49 Long 17-30

At noon OBS Lat 32-32 Long 17-40

Ship comes from England for (Horn Paul West Master)

Tuesday 7th moderate and light S E by winds and fair through
November this day steering S W with all sail set, employ'd fitting
our hunting-gifts, and boats with craft sufficient for
a good fare of Whales, saw nothing whatever
OBS Lat 23-15, Long 19-53, found a very
agreeable change in the climate, which is now temperate

Thursday 8th light Southerly wind and fair all the fore part
Nov^m standing W S W by the wind, middle part fresh
wind at S S W in light sails and single-reefs,
and continued W by the wind all the latter part
employ'd overhaul'd all of our sails, canvas, twine, &c.
prepared our lines and craft for the boats,
OBS Lat 28-23 Long 21-18, Variation 21-03 W

Friday 9th fresh wind at S S W and an uncommon cross swell
Nov^m which prevented the Ship's making much headway
stood to the W by the wind, at 8 P M wind southerly
and weather fair, employ'd occasionally, fitted all the
boats, repair'd some light sails, &c, Lat 28-10, Long 22-5

Saturday 10th strong breezes at South & S S W stood W S W by the
Nov^m wind under single-reef'd. topsails, on an ugly & Sea
till 8 P M. then about Ship & stood S E by
making but very little headway on either tack
employ'd at fitting for whaling Lat 27-17 Long 24-29

Sunday 11th light winds between S S W and South with an
Nov^m ugly cross sea on stood to the E by the wind till
8 A M. then W S W exercised for the first time
our new boats and crews, latter part light S E airs &
calm making but very dull progress, Lat 26-53 Long 26-

Monday 12th moderate winds at S S E & S E, & hazy stand
Nov^m S W by the wind, through the 24 hours, the sea something
more tranquil, but yet a high swell from the N W quarter
saw nothing whatever, employ'd at spungyarn, &c. preparing
for the voyage the W. too hazy for Observations at night
OBS Lat 25-46 Long 25-19 Variation 19-00 W

1810
Ship Cyrus from England for (Horn, West

Tuesday 13th moderate breezes at S S E stood S W wind by the
November wind which seems set in for a S S E instead of a N E
trade, dry'd the storm-staysails, unbent and stowed them
away, after overhauling and giving them necessary repair
saw nothing, not a fish or fowl Lat 22-12 Long 26-0

Wednesday 14th light S S E and southerly winds & almost calm
Nov^m steering by the wind on the larboard tack through the
discovered the Main Iron plate of the Bobstay to be ne
near broke off, so far indeed that had it not been rec
timely, the consequences might have been the loss of the
Bowsprit & foremast, reduced all sail on the Foremast
strip'd off the Bobstay and rig'd another in a substantial
manner, sent down the forestay, fitted it as it should be
and stayed the foremast properly, at noon took a light
wind at S E continued by the wind S S W
Obs Lat 23-32 Long 26-46

Thursday 15th light winds between S E and East and clear but
Nov^m hazy m^a steered S S W, at 3 A M having a good
opportunity for a Mean Longitude, took a sett of
with Aldebaran West of the Moon, then faced about
and took another sett with Regulus East of the Moon
which gave the Long alike to a few miles, the Me
of the two setts gave as noted at the end of this day
employ'd, refitted the Main stay, ^{then} with two top-ropes
the M^r Topmast, shacked all the rigging hoove it up &
placed the heel and wedged the Cap in a proper manner
at noon, steered S B W winds very light at S S E
Lat 22-35, Long p^m 26-53, Long p^m Lunar 26-44

Friday 16th light Easterly airs and almost calm during these 24 h
Nov^m steered S B W with studding sails & royals set, yet make
but very slow progress for (Horn), the sea very smooth
opened the lumber port forward, and took a spare topmast
from the lower upon the upper deck, sent the useless
spare spars from the upper in upon the lower deck, and
secured the lumber port again, saw nothing, the air so ho
as to prevent seeing six miles.
P. P. P.

Ship Cyrus from England for (Horn) and West

1819

Saturday
Nov. 17th still continues very light winds varying frequently between East and North and hazy weather. Steering South on a very smooth sea saw nothing but the first dolphin of this voyage, employed at repairing old low-latitude sails, rig'd out the fore Gibboom, and bent the flying jib &c
Obs Lat 20-35 Long 26-26

Sunday
Nov. 18th still continues very light N E and Northerly winds and clear weather steering South on a very smooth surface the time being favourably down all boats and exercised the crews to the use of them, the weather very clear obtained the Long by Lunar Observations, with aldebaran West of the Moon, and the Sun East of the Moon, they giving the Long alike to a few miles I take the Mean for the correct Longitude, which is at Noon 26-19-00
Obs Lat 19-21 Long 26-05

Monday
Nov. 19th still continues light winds baffling frequently between E N E and North steering South with all sail set on a smooth sea, at noon the sea became very saw Dolphin, fly-fish, & porpoises, employed broke up, and cooperic most of my bread & dry biscuit at 5 P M saw the Island of St Anthony the West point bearing S B E, distance 10 leagues, the tops of its high mountains made their appearance above the haze long before the moderately-high land could be seen, night coming on and weather dark, I steered S B W and at the end of this day (12 at night) the S bore E 20 S & by thus I have made the West Point of St Anthony by running on a direct line by Lunar Observation, in the same manner as I made Madeira 4th Inst.

Tuesday
Nov. 20th with light bar^l airs fann'd Snd from under the lee of St Anthony, at 8 A M took a moderate E by breeze & steered South, at noon nothing in sight, at 2 P M saw, and at 5-30 spoke the St^m ship John of Freetown (R I) 2 days from Bonavist for Norfolk with Salt, put letters on board of her, nothing New
Obs Lat 16-17 Long 25-59 which is not far from Long 25-59

Lat 18-05
Long 25-50
Clear 05-50

1810

Ship's Journal from England for (Horn P. West)

Wednesday 21st brisk trade winds at East & blowing South
Throughout these 24 hours at 8 P.M. took in lightened
sails, employ'd at making points to new sails, and
overhauling the storm staysails fit for use
OBS Lat 13-55 N Long 25-59 p.m.

Thursday 22nd strong trades at ENE and trade-like weather
Throughout these 24 hours, stowing S¹/₄ W together
carrying Foretop, and M¹/₂ Suddingsails and
flying jib &c being as much sail as useful
made points, began boatsails &c, saw nothing
OBS Lat 10-47 Long 25-59, No Comar

Friday 23rd strong trades at ENE, No NEBE
steered S¹/₂ W with all sail set on an uneven sea
saw nothing, employ'd on board as very necessary
at preparing the rigging for bad W¹/₂ and at points
OBS Lat 7-37 N Long 25-52 p.m.

Saturday 24th when this day began the ENE trade had left
us, and was succeeded by some squalls and heavy rain
from the East and SE quarters, middle part light
variable airs & tolerable fair, falling S.W. by the W
employ'd occasionally saw nothing
OBS Lat 6-03 Long 26-13 p.m.

Sunday 25th very unsteady winds and weather throughout
these 24 hours being sometimes calm, and then a
strong breeze, mostly from the S.E. & S.W. with
intervals of heavy rain, and a very hot sun
making the best of my way to the South by the
wind, the surface of the sea very rough as is
commonly the case in this unsettled part of the Globe
OBS Lat 3-20 Long p.m. 26-42

Ship Cyrus from England for Cape Horn, West

Monday 26th baffling, unsteady winds and weather through these
 Nov. 24 hours, and calms. Some squalls from the S.E. in
 which and with some light airs we hauled to the S.W. and
 employ'd at points &c made a stop for the boat stay
 examined the contents of our box - mails &c
 OBS Lat. 4-32 N Long 27-30

Tuesday 27th continues, very unsteady winds and weather
 Nov. but when any wind it generally came from the E. or
 S.E. and S.W. of us with much rain and some thunder
 and low making all possible sailing, at 8 A.M.
 split the jib, bent a new one, after scrubbing it in S.W.
 try'd the current found it setting S.W. 16' in 24
 OBS Lat. 4-00 N Long 27-45 and no appearance
 of any S.E. or S.W. trade, nothing but baffles

Wednesday 28th first part unsteady winds and weather as usual
 Nov. middle and latter part steady moderate breezes at
 between S.E. and S.W. stood to the S.W. by the
 wind, with all sail set, at 8 A.M. saw a strange
 ship E.S. of us, standing to the N.W. part each
 other without notice on either side, the weather
 appearing something trade like
 OBS Lat. 3-02 N Long 28-18 allowed for Current

Thursday 29th moderate winds at S.E. and sometimes S.W.
 Nov. and tolerable fair weather, stood to the S.W. by the
 close to the wind as possible, at 9 A.M. saw a strange
 sail S.W. of us, which proved to be a brig returning N.W.
 we past each other at 5 miles distance, but without notice
 other than 2 set Am. colours which he did not answer
 OBS Lat. 1-48 Long 29-08 Cal. 9-10 W. 1/4

Friday 30th instead of the winds freshening or becoming more
 Nov. trade-like, it proved otherwise by falling nearly to a calm
 but inclined E. by and allow'd me to strike down under all
 sail, saw nothing, employ'd at points, sails &c
 OBS Lat. 12-53 North Long 29-08

Lat 10-15 N

9. *Pip. (rus)* from England for Cape Horn. - Paul West

Saturday 1st Dec^r 1841
 1st look E by N by the wind
 at 4 P M sea account. Took a Lunar observation with
 the Sun West of the Moon, and at 8 P M. L^d took
 another observation with the star Regas East of the
 which agreed to three miles, the mean Longitude by the
 was 27-38-30, at 12 (or midnight) crossed the Equator
 in Long 27-41-00 and steered S B W with wind E S
 this afternoon, at the request of the crew, all work was laid
 aside, in order to receive a visit of Neptune, which was
 paid by him, and all of the Wives on board were present
 to and Rec^d by him, with all the formality and style usual
 on similar occasions, at 4 P M (civil L^d) saw a strange
 ship E N E of us steering S by the wind, we tack
 for 40 min^{ts} but could not make out what she was
 so continued steering S B W
 OBS Lat 1-09 South Long { ϕ true --- 29-34
 { ϕ lunar - 27-56 at noon

Sundays
Dec^m 2^d returning & R. trades and some squalls that oblig'd us to
rattle the topsails at times, otherwise all sail set & steer
S. S. W. by the wind at 6 A. M. saw a strange sail
S. W. of us she proved to be a ship standing S. W., but she
could not sail with the gale, at 2 P. M. she bore W. by N.
her flag was, saw plainly that she was a Merchantman
saw plenty of birds, past the Island of Ferdinand Noronha
leaving it about 120 miles under my lee; wind at S. E.
Okt. Lat. 3-14 S. Long. 30-34 Lunar 29-24-15

Monday
Dec^r 3^d Strong S E trades and some squalls during the first
six hours that oblig'd us to take in the Stand May^o & 3^d
G. Sails only, afterwards stiff trades & fair, steered S 27
through the 24 hours, saw a ship N W four leagues
supposed it the one of yesterday's view, employ'd at
sails &c as necessary, made ^{one of the} best days runs
that I ever made by the wind
Obs Lat 5-48 Long 70-52
{ V^e Lunar

Ship (arrives from England for Cape Horn - East West)

Tuesday
Dec^m 1st very unsteady trades between S E and E S E with
sometimes fair, and at other times squally weather
steered S W B S being close hauled most of the time
at noon set a Fore Top, and Mr. Top G. M. S. P.
saw, and at noon, lost sight of the ship (bearing N W)
that has been 48 hours in sight (night excepted)
employ'd finished points & robes, made boat sails &c
Obs Lat 7-58 S. Long W. 33-17 Lunar 32-33

Wednesday
Dec^m 2nd first part brisk E by trades and fair steered
S W B S with alluddingsails staysails &c with
middle part light squalls from E S E to N E
employ'd at sundries about the rigging, spungarn, &c
nothing remarkable seen off Cape Augustine
Obs Lat 10-18 Long W. 34-42 Lunar No Obs

Thursday
Dec^m 3rd 6th brisk E S E by trades and fair with some light squalls
the winds inclining a little in favour, steered S W under
all sail that we can set on the Lynes, employ'd Occas.
made royal-rigging &c, unshipped the waist cloths, rails, &
stanchions, and stowed them away against next passage
saw nothing but the surface of torrid Atlantic Ocean
Obs Lat 12-55 Long W. 35-52 Lunar 33-38-00

Friday
Dec^m 4th 7th brisk E S E trades and mostly fair weather, but
some light squalls, steered S W throughout with
all sail set, at 3 P M saw a Palacca Brig S W
she was standing E by the wind which blew at
N E all the middle part, shifted and examined under
the Cooks house, and hearth, caulked round all the bitts &
and secured all to encounter foul weather
Obs Lat 15-38 Long W. 37-03 Lunar 34-53-15
at 6 1/4 P M saw a strange sail N W of us which
proved to be a ship standing to the E by the wind,
and just before sunset found our ship in the midst of
a fine parcel of small sperm. whales, a going to windward
instant at hand, and winds fresh, found it impossible to
take in sail and get near them before darkness would
set in

1810
Ship (yours from England for Cape Horn West Coast

Saturday 8th brisk winds at N N E and fair weather steered
Dec^r 18th SSW with all sail set, studding sails on both sides
at 6 A M discovered a whale, turned the hands up, and
laid the ship too, at 12 past 6 she proved to be a Finback
kept off SSW and made all sail again, unburnt and
middle stretched the Mainsail, &c. at 8 P M the winds at
North, at 10 W N W with heavy squalls of rain, that
reduced our sail, try'd for bottom in Lat 18-55 found none
therefore find the bank in Plathers (lasts to be laid down farther
to the E^{ward} than the bank extends saw nothing

OBS Lat 18-09 Long 38-10

Sunday 9th unsteady N W by winds and squally weather
Dec^r steering SSW at 9 A M saw a strange sail SSW
and standing S^{outh}, at 4 1/2 P M it being almost
calm and near the stranger sent a boat on board
of her, found her a Portuguese hermaphrodite brig
from St Salvador for St Catharines with a cargo
of negro slaves, past her, and at 6-15 P M saw
a fine parcel of Sperm Whales, (the Sun near the
horizon) down all boats with all speed and got within
half cables length of a fine whale when he went down
it being 10 minutes after sunset and the other whales
far from us, was oblig'd by night to return on board
winds light at W N W steered SSW

OBS Lat 20-23 Long 39-10

Monday 10th light N Westerly and N by airs and calm steered
Dec^r SSW through the 24 hours, employ'd set up all
the standing rigging fore & aft, found a small pump
look in on board, unburnt and rip'd apart the flying j
began to make another saw plenty dolphins caught none
OBS Lat 21-03 Long 39-28

Ship Cyrus from England for Cape Horn. Paul West

Tuesday 11th moderate breezes at North & N N W and fair weather
December steered S S W till noon when finding myself close of
Cape Horn, and having the vast coasts of Brazil and
Patagonia &c open to my route, I steered S W by S
passing a large ship standing to the E by the wind
at 5.30 P M saw another strange ship S S W of us
and standing to the E by the wind, saw nothing
indicating the vicinity of soundings, not even a porpoise
OBS Lat 22-50 Long 40-17, - P Lunar

Wednesday 12th first part brisk N N W wind and heavy squalls
December S W by S middle part calm, at 4 P M as one of a new
took the wind at S S E in a squall that reduced
us to double reefed topsails, steered S W with dirty
W. all the latter part of these 24 hours, saw nothing
OBS Lat 24-57 Long 41-54 Lunar no obs

Thursday 13th strong Easterly and E N E winds and thick
December Channel-like weather steered S W till 8 A M when
the winds freshening steered S W by S took in and
stowed the main anchor on the main deck, saw nothing
latter part strong N N E wind & dirty weather
Lat 26-37 Long 43-52

Friday 14th continues strong N E winds and squally W by N
December steering S W by S middle part winds hauled N by E
& S by E by the wind to the end of these 24 hours
under double reefed topsails wind fresh at 1 P M and an
ugly crafty sea on, saw nothing, at 12 P M about ship
OBS Lat 29-26 Long 46-32

Saturday 15th the fresh southerly winds flaking, kept the Cyrus
December tumbling about very oblique, making but little way to the
W by W wind, shifted foretopsail for the first time, and
began to repair it, &c &c, as necessary, caught a fine
loggerhead-turtle middle and latter part light & W
winds and calm steered S W, saw a few sea fowls
OBS Lat 31-20 Long 49-00

1810

Ship comes from England for Cape Horn. Paul West.

Sunday 16th light S. & E. by winds and fair weather
steering S.W. against an ugly short sea; middle part
calm latter part light southerly winds continued to
Ward by the wind. saw grampases, porpoises, & a turtle
the sea of its usual sky blue colour
Obs Lat. 30-42 Long ^{very correct} W. 48-00 Var 8-10 E

Monday 17th light winds varying from S.E. - E.E. to N.E.
steered S.W.B.S. with all sail set. saw grampases and a turtle. employ'd at sail
painted all three boats in use, for the first time
Obs Lat 31-02 Long ^{W.} 48-48

Tuesday 18th brisk winds at N.E. and fair weather steered
S.W.B.S. through the 24 hours with all sail set
saw nothing but four turtles. employ'd occasionally
broke up the after hold and shod nine cannon down
into the bottom of the ship. to assist to ballast
Obs Lat 32-50 Long ^{W.} 50-27, Lunar 48-5

Wednesday 19th fresh winds between N.E. and North steered
S.W.B.S. with a heavy crowd of sail set. on blue water
at noon steered S.W. having run, about 220 miles
the 24 hours without seeing anything. at 8 P.M.
water becoming of a greenish colour. try'd for bottom
found none latter part tempestuous weather winds N.W.
Obs Lat 33-36 Long ^{W.} 55-40

Thursday 20th first part unsteady N.W. and W. winds with rain
steering S.W. middle part moderate wind at N.W.
having try'd for bottom with 100 fathoms to no purpose
steered S.W. on green water, saw many sun-fish
latter part moderate wind at W.N.W. and West steered
to the S.W. by the wind considering myself just on
the edge of the Brazil Bank outside of 100 water
Obs Lat 37-45 Long ^{W.} 55-40

Ship Cyrus from England for Cape Horn 3^d Dec

Friday
Dec^m 21st moderate westerly winds and fair stood to the
down by the wind until 11 A. M. then try'd for bottom
found none so stood to the wind the water very green
winds inclining N. by headed up 11th at 8 try'd for
bottom found none continued by the wind until at the
end left us becalmed, having seen nothing but a few porpoises
during this day, employ'd as necessary
OBS Lat 38-36 Long 56-41 Lunar 54-30-30

Saturday
Dec^m 22 first part calm at 6 took a breeze at N. V. & returned
at 56 M till noon, and saw several fine large right whales
at noon got soundings on 48 fathoms upon the Brazil bank
then steered S. by W. saw several right whales in the
course of the day, latter part strong N. by W. winds and
very hazy carried a fresh of sail on a bark course. OBS
Lat 39-12 Long 58-32 Lunar 56-30-10

Sunday
Dec^m 23 first part fresh wind at N. W steering S. by W
at 8 A. M. calm & foggy, down boat and caught
ten fine fish, 3 of them tusk and other 7 of kind of shark
on 47 fathoms water, middle part light variable
airs and clear with foggy S. W. wind but saw no
more than a few right whales at 6 P. M. calm
again, down boat and try'd for fish but found none
having run 11 miles from 47 fathoms
first, and found myself on 49 fathoms & no fish
OBS Lat 41-06 Long from Lunar 58-26

Monday
Dec^m 24th commences light northerly winds and very fair
weather, and smooth sea steered S. W. saw a great
many right whales and fair prospect of taking them if
we had not hopes of better whales, unhooked our cruising
sails and put on new Cape Horn sails & began to
repair the old ones continued S. W. till 6 P. M. found
53 fathoms water saw no ship nor sign of any
at the end of the 24 hours thick foggy weather and
brisk wind at N. W & steered S. by W under all sail
OBS Lat 41-19 Long 58-12

Ship Cyrus from England for Cape Horn. P. West.

Christmas Day with me, proves a favourable S.W. wind
and changeable weather running S.W. on the
Brazil (or Patagonian) Bank on 58 fathoms water
and crossing the usual whale ground for Jan. 1st but
did not see anything indicating cruizers on this ground
nor (Saw at least 42) many whales, seal kelp, pinguins
seals, albatrosses &c. all appearing much in the same
condition and as they did when I first knew them sixteen
years ago. Lat. 44-02 Long. 61-20

Wednesday 26th strong Westerly winds and a very rugged sea
steering S.W. middle and latter part very heavy squalls
from the S.W. one of which very heavy indeed continued
Saw by the wind saw only one right whale, at noon bore
60 fathoms water, Lat 46-00 Long 62-21
riga in flying 1st and 2nd, likewise down Main Royal

Thursday 27th strong S.W. winds and heavy squalls standing
Saw by the wind at 2 P.M. 1st in flying 1st
topsails, at 3 strong S.W. wind and heavy squalls
down flying 1st and 2nd, at 4 P.M. 1st in flying 1st
in the foremast, 2 have too under close reefed Main Topsails
and four lower staysails. Judging myself on the outer
edge of the bank. Lat 46-48 Long 63-08

Friday 28th first part strong winds at S.W. and S.W. at 8 P.M.
more moderate, set a close reef to 1st and flying 1st
middle part less wind but an uneven sea, made more so
at noon set all sail in use, the wind flagging & inclining
at, from 3 to 8 P.M. very light W. airs and lowry, at 8
raining, which continued to the end of these 24 hours, with
the wind inclining S.W. and freshening, took in sail occas
Judging myself just off the edge of soundings on the
high, rough irregular sea, that is always met with when
just clear of the edge of this Patagonian Bank.
P.M. 1st

Ship *Corvus* from England for Cape Horn. Paul West

Saturday
Dec^m
29th At the beginning of these 24 hours we took a small gale
the S.W. wind continued to remain (what is termed a southerly)
throughout these 24 hours, it immediately reduced us to close reefed
and at 4 P.M. obliged us to heave too under close reefed
main topsail, and three principle lower staysails, at 11 o'clock
mizen staysail giving out, replaced it with a better one
the gale at S.W. headed S.E. & E.S.E. at 3 P.M. set
close reefed fore topsail, weather too had to admit of duty.
Obs^d Lat^d 47-07 Long^d 50-21

Sunday
Dec^m
30th commences moderate winds veering between S.W. & W.S.W.
W.S.W. made more sail but by 6 P.M. strong S.W. wind
obliged us to shorten in again, stood S.W. by the wind against an ugly short sea, latter part
a little more moderate winds inclining Westerly, steered
by the wind & lost the sea of its oceanic blue colour.
Obs^d Lat^d 47-29 Long^d 53-32 Lunar 57-44

Monday
Dec^m
31st Strong single reefed topsail breeze at W.S.W.
standing & lost by the wind on a very rugged sea
at noon thick rainy weather, no duty could be done,
shortened the tiller by several lunar observations taken
during the last 48 hours & find the ship 110 miles to the E.
of my reckoning since Dec^m 23rd which must have been by
an E. current. Lat^d 48-32 Long^d 59-62 Lunar 57-22

Tuesday
January
1st 1811 strong winds between S.W. and W.S.W. stood
the W.S.W. close by the wind throughout these 24 hours
against an ugly short sea, most of the time under double
reefed topsails, the weather (for this Lat and season) very
cold and uncomfortable yet found it necessary to rehearse
some of our old walls saw nothing harshish about us
but by Lunar observation found myself still to the E.
of the Falkland Islands
Obs^d Lat^d 49-17 Long^d 59-48 Lunar 58-08

Ship (yours) arrival at the Falkland Islands, Paul West

Wednesday 2 fresh winds at S.W. standing in the W. till
Jan 7 10 A.M. the wind inclining N.W. about ship to the
S.W. and continued by the wind, fell Lat 28-42
rounded and found 100 fathoms water from which to
the end of the civil day my true courses 192 W, 85 m
the winds fresh at from N.W. to West; and cold mean
repaired some of our old sails, carried whole of sails
at noon OBS Lat 28-51 Long 61-34
at 10 P.M. by the Star Aldebaran and Moon 91
my Longitude to be 61-12-15

Thursday 3 fresh wind at W.S.W. standing S.W. close
Jan 8 the wind on green water at noon my corrected Latitude
by three good Quadrants was 50-28 kept off S.E. and a
2 P.M. being in Lat 51-01 I saw the Jasons Islands

the Point at S bearing N 57 E, and S N 68 E (compass)
distance about seven leagues, having all sail set
S 33 E (compass) and at is made the New Islands right ahead
the weather squally and winds fresh, a rough sea, and night
hand, caused some hesitation in attempting to go in, at length
at 6 P.M. determined to push for anchorage instead of laying
off, at 7 1/4 rounded North Is and hauled to the wind which
came down from the hills with such violence as to try every
stick, yarn, & thread on board, shortened sail to double reef
topsails under which we ply'd up against a direct contrary
gale at 1 P.M. and by keeping myself aloft in the dark
I succeeded in finding my way safely into Offens harbor
at 11 P.M. came to an anchor on 17 fathoms water, just
without the small Island of this harbor (which was on fire
in several places) and its centre bearing N 40 W, the N.
point of the harbor N 80 E, the Sth point S E, and the
watering place N 72 W, whilst ply'ing up we sent down the
Mr. K. G. and prepared to send down the T. J. Marts, and when
we had anchored & I was not displeased with my situation
at noon (before making the land) saw no indications of land
OBS Lat 50-18 Long 62-27

Ship (Yves at the Falkland Islands) 1311 17

Friday 4th first part strong & S.W. winds and equally weather at 4 A.M.
 landed at (offshore) watering place and found the run of water in
 its usual state of running, fixed a spout and tub with hose to lead
 the water down, saw a great many geese, both lowland as
 well as lowland birds, shot a dozen of upland for present use
 at 10 A.M. the heavy gusts of wind no far abated as to ad-
 at our landing some clocks for water, and at sunset had 50
 barrels of water from the shore into the lower hold, took 15 or 20
 live lowland geese on board they were full grown but young
 and without long quills in their wings, so that the crew ran
 them down. Shot a dozen more upland geese saw no trace
 of any later visitors to this desolate part of the world
 employed on board went down both fore and main & by the
 and all the rigging foreward and sent aloft the foul weather
 Mr. J. G. Mast, took in the spritail yard, and 2 Dr. boats
 and placed them astern over the 2^d deck & stern
 latter part, winds veered W. by with cold black heavy weather

Saturday 5th commences strong wind at West and cold rain. At 4 A.M.
 at 4 A.M. the winds changed suddenly from NW to W. by N.
 & by the middle part strong winds between S.W. & S.W.
 latter part light W. by N. wind, with some difficulty we
 took on board about 100 barrels of water, two seals,
 some muskles, and as many upland geese and rooks, as
 I wanted at present being about 15 geese & 40 rooks
 crossed the Island to the rookery of penguins & albatrosses
 found it much crowded with old and young ones which
 appeared to be 20 days old, not an egg of any kind to be found

Sunday 6th first and middle part very strong winds at West
 and NW & W. and clear weather took on board about
 20 barrels of water which completed our stock of
 that necessary commodity, likewise took on board as
 much clay and fine white sand as we wanted
 and 30 upland geese, employed on board, completing
 stowing our water and cask below, and secured movables
 in preparation to encounter foul weather
 during the middle of the day the winds very strong at
 NW & W. & at 3 P.M. more moderate and fair weather

Ship (yours) departure from the Falkland Islands, 9th May

Monday 7th Jan 1797
fresh westerly winds and cloudy weather till 5 A.M. when it moderated and veered to N.W. at ten P.M. the gale increased after heaving short, a squall struck us and the overthrow of a bad appearance veered away again, furled the sails, and went to gunning, got a dozen upland geese and one seal, when finding the time more favourable for putting to sea, I returned on board, and got underway with light wind at N.W. by N. and intended to go into No. 4 of the Island but the winds inclining N.W. by E. a very smooth sea on in the S. passage & none round and run out of the S. passage with light wind at N.W. in the passage; headed S.W. and after passing a mile out the wind was at N.W. by E. and S. by E. all sail, studding sails &c. & steered W. 6 miles, the winds falling very light, caused my situation to appear very disagreeable; at noon Cape Perivall bore E. by E. four miles distance, seal Rocks N 52 E 2 1/2 miles
Ship Lat 51.44 Long 61.16 Cape Perivall at 1 1/2 P.M. brisk wind at N steered S.W. at 4 P.M. winds light varying about the W. quarter, unbuttoned both cables and stowed them below, hoisted in our anchors and stowed them on the Main deck at 6 steered S.W. and at 8 South, with winds fair Northerly & very large, having brought on board 130 or 40 barrels of water, a supply of clay and sand, 60 upland geese, 20 rooks, 9 fish muscles, and three seals. Having laid at anchor precisely 8 1/2 hours and most of that time very strong winds between South & West.

Tuesday 8th Jan 1797
light winds at N.W. and foggy steered with middle part calm, at 2 P.M. light S.W. winds; at 5 P.M. the fog lighted and we saw a strange sail West of us which at 6 we spoke and found to be the ship of Mantucket apt. David Swain 90 days out for Chile & had no whale on board, having brisk S.W. & S.E. winds, at 10 about 12 miles to the S.W. all the latter part, lost sight of the ship in the N.W. by E. having hoisted all four of our boats at 12 P.M. at 12 P.M. at 12 P.M. at 12 P.M.

Ship Cyrus outward bound round Cape Horn - Port of Call

Wednesday 9 January
 The brisk winds at S S E standing S W the wind fell & fell then calm and foggy at 7 light N N E winds to which were set all sail the bidding sails & and at 10 AM the weather continuing very thick foggy hauled the S S E during the latter part the weather very much and sea very smooth but no foggy as to prevent seeing a league during this day
 Lat 54-32 Long 63-01

Thursday 10 January
 The first part light N N E winds and very thick weather steering S S E with all sail set, part through very strong tide rips, middle part calm at noon took a mist breeze at S W stood to the S E and by the wind at 3 PM wind at South about ship to the N W the fog clearing saw a strange sail bearing North and standing to the S E by the wind, at 4 saw Staten Land Cape St John bearing N 87 W about 6 leagues distance the winds moderate between S S E and S W continued flying downwindward keeping between 4 and 16 leagues distance from Cape St John, or S S E part of Staten Island Lat 54-32 Long 63-12 which of the Land was found to be correct

Friday 11 January
 Light winds from the South - veering round N E and very fair weather flying to the S W having taken S S part N 85 W and N E part N 65 W 10 or 12 leagues distance middle part pleasant N N W wind and weather, started S S W with all possible sail at noon the Cape St John bore N 54 W and my Lat & there good OBS was 55-16 and Long 63-09 at 7 PM latter part brisk wind at North started S W at 7 PM saw the S S part of Ferradels Is. bearing from N W to N N W 18 leagues distant, during this day experienced a current setting E N E at the rate of 1 1/2 knots which prevented our altering the bearing of Cape St John but very slowly, saw nothing of yesterday's strange sail OBS Lat 55-16 correct Longitude 63-09

Ship (was off Cape Horn, outward bound Jan 12, 1841

Saturday 12th - first part brisk wholersail breezes at N W by which
January 12th 1841 carried away Fore & Main Sails, yard in part of the
sail, replaced it with a better yards sail, but the wind
flashing at noon became calm and variable with summer like
weather, and continued to the end of these 24 hours with
some fine rain and most of the time, very thick weather
standing to the W S W wind to the best advantage
at 8 A M saw Cape Horn N 30 W distance 16 leagues
by which it appears we have ~~to~~ ^{now} had much E^m current
the appearance of Cape Horn S 30 W 15 or 16 leagues
with light N E wind & I steered S W by W the latter part
at noon Lat 56-42 Long 66-43, saw 13 fish

Sunday 13th Commences light N E winds and fair weather steering
January 13th 1841 S W by W with all cape-horn-sail set, as studding sails
at 2 A M took a strong wind at W N W that soon
reduced us to close reefed topsails under which we stood
all day by the wind the wind squally and wind W S W
at noon, headed South, latter part more moderate
saw nothing but the surface of a turbulent ocean
Lat 57-20 Long 68-10

Monday 14th Commences strong close reefed topsail breezes at West
January 14th 1841 standing S W by the wind, at 6 A M calm middle
part light W by air & calm latter part took a breeze
at 1 P M steered W S W, weather mod^{er} for Cape Horn
Obs Lat 57-27 Long 68-23

Tuesday 15th Brisk southerly (single reef) breezes and light squa
January 15th 1841 standing to the W S W by the wind an angry rough
sea saw plenty of fish, at 8 P M smart squalls of
hail from W continued W S W to the end of this day
the weather cold and very disagreeable prevented doing
anything but just sail the ship.
Lat 57-17 Long 70-46

Ship's Log from Cape Horn for Peru

Paul West

Wednesday
Jan 16

at the beginning of this day the wind changed from S.W. to N.W. about ship and stood to the N.W. at 8 wind increased and reduced us to two close reefed topsails, and four lower staysails with the very dirty weather at noon the storm abated the wind veering W by N. permitted us to make more sail and continued still N.W. close by the wind under double reefed topsails at the latter part the weather was not so dark, saw nothing
OBS Lat 56-51 Long 74-10

Thursday
Jan 17

fresh winds at West and equally, at 3 P.M. stood to the S.W. and by the wind and continued under a top of sail (double reefed topsails and staysails) until 8 P.M. then on the sea becoming very rugged with an ugly swell from the N.W. and weather very squally about ship and stood S.W. by the wind all the latter part at noon as usual OBS Lat 57-55 Long 74-10

Friday
Jan 18

strong Westerly winds and very squally weather at 2 P.M. about ship and headed S.W. close by the wind under double reefs, and continued standing to the S.W. and N.W. to the end of these 24 hours, having strong southerly reef breezes at about 1 P.M. and very squally weather, the sea very rugged caused the ship to ship much water, at the close of the 24 hours the gale reduced us to two close reefed topsails and three lower staysails, saw nothing whatever
OBS Lat 56-59 Long 74-15

Saturday
Jan 19

begins with strong gales at 1 P.M. and very high cross sea on standing to the N.W. close by the wind at 2 P.M. shipped a sea on the starboard quarter that stove the boat (very badly) that was turned up against that quarter but did no other material damage at 8 A.M. more moderate made a little more sail middle part wind at N.W. & N.E. and open clouds weather reduced us to close reefs again, latter part more moderate made more sail the winds inclining contrary and weather dirty, at 11 P.M. about ship and stood S.W. close by the wind, saw nothing
OBS Lat 55-18 Long 75-21

Ship (comes from Cape Horn for Peru - Capt. Hest)

Monday
Jan 7
20th begins with strong close reefed sails breezes at 11 AM
standing off from the middle part of Sierra del Cuico, the
middle part a little more moderate the cloudy weather
barely admitting our observing the Sun till late
at 6 PM strong winds at 11 PM with heavy squalls
an ugly sea on, yet as we could head the 3rd our course
on the starboard tack, about which a strong N^W wind under
two close reefed topsails and four staysails all the latter part
the sea making a continual breach over the forecabin
at noon as usual OBS Lat 55-03 Long 76-10

Tuesday
Jan 8
21st at the beginning of this day violent winds at 1 PM and very
heavy squalls of hail, stood or headed S E under as much sail
as we could carry, being two close reefed topsails & three staysails
at 5 PM a little more moderate with a high irregular
sea on ^{about this time} made more sail, the weather continuing obscure
(as it has been ever since the Noon a Sun has been in view)
the objects became within distance, without ever affording
an opportunity for taking a Lunar observation
middle part moderate winds in the PM steered N N W
with the winds flagging away to the end of these 24 hours
experienced a 1/2 knot current to the N^W, also according
OBS Lat 54-56 Long 76

Tuesday
Jan 8
22nd first part calm, at 6 AM took a moderate wind at
N E steered N N W, up AM & PM and set all foul-
ed sail, under which we continued with a fine wind
(varying to North) to the end of the 24 hours the weather
smooth and sea smooth, with a 1/2 knot N^W current
OBS Lat 53-48 Long 76

Wednesday
Jan 9
23rd first part brisk 9 knot winds at 11 AM and rain
on, steering N N W, from 6 to 8 PM winds veered N N W
to S W about ship steered N N W, at noon calm, at 6
PM light S W winds, continued N N W in foggy weather
the sea very smooth and Pacific, but did not begin to fill
until continued to have the benefit of a 1/2 knot N^W current
OBS Lat 51-47 Long 76

Ship	Cyrus from Cape Horn for Peru	Paul West
Thursday January	<p>24th first part brisk winds between N and West steering N N W middle part winds veered to N W and to the N close by the wind, emptying a boat in the harbour or stowen boat and began to repair her. found her badly stove, broke up between decks and made some beginning of new gang arrangement.</p> <p>at 6 P M fresh wind at N N W and a very uneven sea about 2 high and headed off N W. all the latter part at 8 strong winds at N N W which by 12 reduced us to a close reefed Main top sail and four lower stay sails</p> <p>OBS Lat 30-15 Long 87-10</p>	
Friday January	<p>25th strong N N W N W gale with rainy weather lay over too till 11 P M the winds moderating about 12 high and to the N by the wind, made well according to N N W although at 4 P M we were hove too in a heavy storm at 2 P M we had a fine pleasant wind at N N W and fair weather steering N N W with all sail set, but a very rough cross sea remained on all the latter part continued to receive the benefit of a current setting me to the N 18 miles in 24 hours Lat 30-00 Long 87-10</p>	
Saturday January	<p>26th first part light westerly winds, at 12 P M middle part light E N E air and a very high short swell from the Westward steered N N W emptying prepared our flukes ropes and craft for whale, began repairing a stove boat, the N current still setting me at the rate of 3 or 4 knots, latter part brisk wind at N steering N N W OBS Lat 28-51 Long 87-10</p>	
Sunday January	<p>27th first & middle parts brisk westerly winds inclining W and changeable W steered N N W until noon, the weather becoming clear (as something extraordinary with us) I took a very good Lunar observation and found myself in the Long 82-53-45 and OBS Lat 26-10 steered North till 8 P M when by another observation with Mr East of the moon found Long 82-42-00 which confirms my Longitude I steered N N E direct for Hocha Pt being well convinced of the truth of my observations Lunar 83-00-00</p>	

2 ship Cyrus from (anc. Horn for Horn) - Paul Wicks

Monday 28th first part brisk single reefed foresail breezes and
January thick weather but by having obtained my Log yesterday
continue standing to the N. E. and by the wind
at noon, wind at West, steered N. N. E. but too much
water flying over the side to admit of duty going on
latter part more moderate, the winds inclining S. W. by
OBS Lat 44-26 Long 60-00

Tuesday 29th moderate S. W. and S. by winds and very fair W. by
January and smooth sea, steered N. N. E. throughout
well employ'd at preparing for whale, placed every
boat on their cranes, and fitted them complete, then
went aloft the fore and mizen longallant masts and
yards and set every sail, Carpenter finished repairing
the stern boat. 4 or 5 as necessary, out the S. by
began to look out aloft but saw only a finback
OBS Lat 42-28 Long 60-00

Wednesday 30th brisk wholesail breezes at S. S. E. and open cloudy w.
January steered N. N. E. with all sail set, employ'd preparing
for whale, rig'd our stern boat in its place again
unstowed the bowsd anchors and placed them on the bows
made horses for mincing 4 or 5 latter part strong winds
at S. S. E. and very hazy, continued N. N. E. till 12 P. M.
then on acct of darkness hove too for daylight, not having
entered on any but blue water, nor seen anything of note
OBS Lat 40-18 Long 60-00

Thursday 31st strong winds at S. S. E. and remarkable hazy weather
January at 4 A. M. made sail steered N. N. E. at 8 steered N. E. by N.
having entered on green water, at 10, past within three leagues
of the N. W. point of Mocha, the w. so hazy we did not see it
at noon OBS Lat 38-03 haul'd up N. E. by E. and at 3
P. M. saw the Main Continent of Chile in Lat 37-52

appearing thus, in a
very thick haze and bearing from N. E. to East, and
before we saw the land any plainer we were within three
miles of dangerous shore that by night would be very
dangerous for a ship to approach, about 4 or 5 and steered
W. N. W. three miles before we could steer more N. and H.

Ship Cyrus whaling on the Coast of Chili. Part West.

Monday 2nd light winds at 11 AM and 11 PM stood off N N W in (C) with the Atlantic spoke ship Diana at N Bedford 18 months out 1150 Blk on board at 11 AM saw several sperm whales down all boats the Diana took one 90 Blk whale that completed their cargo but could not touch another saw and spoke ship Sterling with 1200 in (C) with ship Mars with 200 Blk at 3 PM saw other sperm large whales gave chase and the Sterlings boat struck one but to no purpose at 11 PM parted with all of these ships and steered N W with a moderate wind at South and tolerable (Chili weather

Tuesday 3rd brisk southerly wind and hazy, steered N W till 5 AM then N N E at 8 saw and at 10 spoke the American ship Criterion with 1000 Blk and Chili with 300 Blk they having lately taken whale when the weather would admit, I thought of trying a little on this ground, so brought too under close reef'd topsails & staysails at 1 PM found a shoal of sperm whales close to the ship, down two boats but stove one of them in getting down, pursued the whales to the N W but could not get near one, then on return on board found a small dead whale, which I fastened to and got almost to the ship but the state of the whale and the weather (it blowing a double reef topsail breeze prevented my getting the whale along side, got our boats safely upon the quarters, and begun to repair the one stove at 4 having scarce a prospect of whale weather soon gave up the idea of cruising in so high a Latitude and steered N N W at 2 PM spoke the Atlantic who like myself was running to the N W, the land at 15 leagues

Wednesday 4th strong southerly gales and a very high sea on steered N N W till 5 AM then North by West till 6 PM then N N W to the end of the 24 hours carrying three single reef'd topsails foresail and Main Sails in (C) with the Atlantic who had the reefs out of her Main topsail and had rather the advantage in sailing at 8 AM let out the reef of our Main topsail and being under alike sail the Cyrus gained a little on the Atlantic when in lulls and when in strong flows the Atlantic was 8 miles ahead at 11 PM the Cyrus was 12 miles ahead of the Atlantic

Ship (sloop) whaling on the Coast of Chile & Peru. Paul West
 1843
 Thursday 7th first part strong southerly wind and clear sky but heavy
 squally rain. Steered NNE throughout the 24 hours middle and
 latter part less wind but a high short swell from the S. saw
 porpoises and finbacks. The Atlantic in company but
 sailing quite so fast as the Cyrus to day employ'd very busy
 at preparing for taking care of whale. The Land at 42 leagues
 Lat 30-04
 Friday 8th light winds at SSE and heavy weather. Steered NW
 throughout the 24 hours in company with the Atlantic & covered
 a wide space of ground but saw nothing employ'd as usual
 shifted our sails out on our Peruvian cruising sail and
 stowed away all of the good sails that has brought us
 from the Atlantic into this Pacific Ocean Lat 28-03
 Land 22 leagues
 Saturday 9th light winds from south - E by S to N by W & NW
 afterwards calm headed N by E throughout the 24 hours
 saw nothing but the Atlantic began to trim up a little by
 painting the outside of the ship. Lat 27-12 Land 23 leagues
 Sunday 10th light winds varying from south round the E by N
 and back to south several times in the course of these 24 hours
 standing to the N wind with every sail set in company with the
 Atlantic saw nothing whatever during the day Lat 26-24 Land 25 leagues
 Monday 11th light southerly winds and fair heavy weather steering
 NNE throughout saw a dolphin and a great many hawks
 and blackfish, heard our sea and took one of them and
 continued running to the N wind to the end of the 24 hours
 employ'd at painting &c as necessary Lat 25-19 Land 22 leagues
 Tuesday 12th light southerly winds and fair heavy weather steering
 NNE saw a shoal of porpoises, some bonitos and several
 horse shoe bats, no whale of any kind Lat 23-57 Land 20 leagues
 Wednesday 13th light southerly winds and fair heavy weather steering
 NNE at 5 A.M. daylight opened to and view the well
 known land of More Moeno bearing E by S, 12 or 13 leagues distant
 but the Sea as barren of every movable substance as any
 part of the Ocean can possibly be continued NNE till noon
 then More bearing E by S & steered NW and at 3 P.M. saw
 a few porpoises the weather very clear and fair but
 no whales seen by either ship Lat 22-41 Land 15 leagues

Ship (ours, whaling on the coast of Peru. South America, Master

Thursday
Feb 21-31
Lat 21-31
Long 50-19
14 light variable winds and very fair weather, steering
to the N.W. in E. with Ship Atlantic without seeing
anything but a few bonitos, and as the w^r was very
clear at 5^h A.M. I saw the high land in Lat 22^o N
being at least 28 leagues distant, employ'd at painting
every part of Ship outside, and masts, boom, and
stern and all parts that is exposed to the Sun

Friday
Feb 22-29
Lat 20-29
15th calms, and light S.W. & S.E. winds, steering N.W.
latter part being in Lat about 20.00 the winds veered
to the E. of S. and appeared trade like
saw nothing but a few bonitos, horse shoe leglets and
one Man of War Hawk, employ'd at completing all
and painting, the w^r very fair for that purpose, Lat 40-47

Saturday
Feb 23-28
Lat 19-38
Long 50-19
16th gentle S.E. trades and remarkably pleasant W^r.
running down N.W. in E. with the Atlantic, at 4 P.M.
the whaler N.W. made signal, and at 6 made them out
17th a large school of sperm-whales, and when the Sun was
within a few minutes of the horizon we got amongst them and
harcely struck one, which killed and took along side, when
darkness prevented us from doing any more to them
Love too and wife for making me unable on board

Sunday
Feb 24-32
Lat 18-32
17th calm, S.E. trades and fair at 5^h A.M. look'd on, and
at 7 Lat our whale on board, made sail to the N.W. till 8
P.M. then to N.E. and back out our small whale
saw nothing but a hum-back Lat 35 leagues

Sunday
Feb 25-34
Lat 16-34
18th fresh S.E. trades and fair steered N.W. through the
under all sail by day and moderate sail by night
saw nothing but a hum-back, and a few albacorres, & birds
obtained a Lunar observation, found the Long 75^o and Lat 23^o

Tuesday
Feb 26-40
Lat 15-40
Long 70-17
19th light S.E. trades and very fair steered N.W. till 4 P.M.
then run in N.E. and at 5 P.M. saw the Continent of Peru
bearing from N.E. to North at 10 or 12 leagues distance
and the Atlantic made signal for a school of sperm whales
down all boats at 10 P.M. and when the sun set we
saw the Atlantic's boats amongst the whales, we however
saw them by twilight, but a little ill success, and dark'ness
again prevented our getting any whale, at 11 took two

2nd (Grove, whaling on the Coast of Peru. Capt. West, Master)

Wednesday Feb 20 th	20 th light S E winds laid off a little 8 A.M. when we saw no prospect of whale, steered S W and at 2 P.M. spoke a Spanish ship from Concepcion bound to Lima the ship was originally the En whale whaler Thomas, Capt. Steele that was taken at Concepcion in Feb ^y 1805, shared West during the latter part of the 24 hours, at 6 P.M. Made 11 leagues here East 15 leagues at noon Lat 15-07 Long 76-00
Thursday Feb 21 st	21 st moderate S E trades and fair steered West till 6 P.M. without seeing anything alive in the sea, except a few albacores, bonitos, & flying fish, at 6 P.M. hove too for the night, being in Long 78-42 nearest land 47 leagues
Friday Feb 22 nd	22 nd brisk S E trades and fair at 5 A.M. made sail steered West and was twice alarmed with a prospect of sperm whales, but could not discover anything after the whales (of some kind) breaching at a distance, the Atlantic at 6 P.M. hove too again, Long 80-06, Callao 70 leagues
Saturday Feb 23 rd	23 rd moderate S E & S E trades and light squalls made off West & W N W by day, and lying hove too by night saw nothing but a few bill fish Long at 6 P.M. 81-26 Lat 15-50 Distance from nearest land 30 leagues
Sunday Feb 24 th	24 th strong Easterly trades and rough Peruvian weather steered West, at 1 P.M. the Atlantic made signal for sperm whales joined our company, down all boats and the Atlantic's boats took one whale while we chased rest off to windward - The Atlantic cut in the whale at 7 P.M. hove too in Long 82-36 nearest land 11 leagues
Monday Feb 25 th	25 th strong Easterly trades and squalls weather, at 5 A.M. made sail on S W and W N W through a very rough, rainy and foul weather day without seeing any prospect for whales, at 4 P.M. found we Long 83-23 being in Lat 14-12 and 128 leagues from the nearest land, gave up the off shore route and headed in to the E N E by the wind under double reef, to arrive with intention of trying a little nearer the continent the Atlantic in sight trying out when the rain would admit

Whaling on the Coast of Peru. Paul (West)

Tuesday 26th - morning strong S.E. trades and squally weather standing
in E.S.E. wind by the wind, at 10 A.M. the Atlantic made
signal for whales to windward, made more sail and at
11 saw the whales, down all boats caught one, and at 2
P.M. had him along side and saw other whales and as
25 was hauling off our fluke was parted and obliged to
to stay on board to get the dead whale fast again
at 6 P.M. had the whale cut in, but could not get at
any more the weather very rugged, so have too
at 6 P.M. Long 82-40 Land 110 leagues

Wednesday 27th - fresh S.E. trades and rugged Peruvian weather,
at 6 A.M. made sail in by the wind, at 11 saw three
hull whales about us, down all boats struck and mortally
wounded one whale, that cleared itself off the harpoon and
was lost, continued chasing till 2 P.M. without effect
so stood in again by the wind, finished boiling our whale
Long 82-13 nearest land 94 leagues

Thursday 28th - moderate E.S.E. trades and tolerable fair weather,
evening calm and on midnight seeing nothing but a few birds
etc. as usual Long 83-31 Land 108 leagues

Friday 1st March - fresh trades at E.S.E. with squally weather
cruising under single reef by day and courses at night
saw nothing but a few birds, small fish, emuloid, stood
down the list of all the whales yet taken on board, amounting
to no more than forty two barrels Long 82-38 Land 100 leagues

Saturday 2nd March - fresh S.E. trades and tolerable whale weather,
standing in to the E.S.E. wind by the wind, at 8 P.M. saw
two sperm-whales right to windward of us, and going E.S.E.
very fast, try'd but in vain, even to see them again
headed in under short sail during night
Long 81-50 Land 77 leagues

Sunday 3rd March - brisk trades & fair cruising in E with light Atlantic
at noon saw three sperm-whales, down all boats and
caught one, which was taken to the crew and put her in
the Atlantic to the head to try out, saw Bl. fish, T. fish

Ship *Corvus* whaling on the Coast of New South Wales

Monday 4th strong S.E. trades and rugged weather cruising on & off by the wind in C. with the *Atlantic*, parted with our whale and divided the oil equally between the two ships, and parting joining chances, each for himself in future, prepared for stowing down, but the oil too hot, saw nothing at 10-38 Lat 30-30 Long 80 leagues, saw a French ship

Tuesday 5th strong S.E. trades and squally weather cruising off by the wind but saw nothing, *Corvus* stowed down the oil after dividing, filling 34 barrels Lat 31-15, Long 81-25

Wednesday 6th continues strong S.E. trades and rugged weather stood off by the wind, saw and spoke ship *Narragansett* of New Bedford 250 tons that had three days ago, parted with us at 12-00 Lat 32-30 Long 82-30 land

Thursday 7th strong S.E. trades and rugged weather stood in by the wind throughout these 24 hours saw porpoises humpbacks and small fish, but no sign of a sperm whale Lat 11-27 Long 82-30 Land 90 leagues

Friday 8th strong E. & S.E. trades and tolerable weather, stood in by the wind, throughout the 24 hours, saw nothing but ship *Atlantic* Lat 10-25, Long 80-58, land 50 leagues at 5 P.M. past through the outer strip of green water

Saturday 9th moderate S.E. trades with a smooth sea and much more temperate weather than is found at 100 leagues from the continent, stood in to the E. by the wind upon green water at noon the water very green and many indicating soundings but seeing nothing encouraging, about ship and stood off again by the wind, at noon Lat 9-39 Long 79-50-00 by which my distance from land is 27 leagues, which I judge to be correct

Sunday 10th brisk S.E. trades and fair weather stood off the land with ship *Atlantic* through the day, and at night parting company she had 550 oil aboard, I entered the *W.S.P.* during the latter part, saw nothing but a few S. fish, having crossed the outer green water at 9 A.M.

Ship whaling on the Coast of New South Wales

- Monday 11th moderate S E trades and tolerable weather stood off till 9 A.M. when we saw a single sperm-whale down at boats and after some time struck and got the whale along ~~side~~ then saw another whale which we chased to windward but without being able to touch it, returned on board and began to cut our whale, got her head off, and night prevented our finishing cutting, so of course lay hove too saw 15 fish. Fly fish, hawks & boobies, Lat 11.10, Long 82.40
- Tuesday 12th brisk S E trades and fair, finished cutting in our whale then made sail and stood in by the wind, & began boiling but saw nothing during the day Lat 11.02 Long 83.00
- Wednesday 13th moderate S E trades & fair, cruising on and off by the wind, saw birds & small fish as usual, but no large fish of any kind, employed at and finished boiling out, Lat 11.15 Long 83.22
- Thursday 14th light E S E trades and very pleasant weather, stood in by the wind through the day, saw a great many shoals of Black-fish and birds as usual, but no large fish, employed at clearing for stowing, but our oil too warm for stowing in safe, Lat 11.25 Long at 83.00 Land 95 leagues
- Friday 15th very light E S E trades and pleasant weather, cruising on and off at discretion, stowed down our last whale's oil filling sixty one barrels, saw a few B fish, two pieces of wood and several dolphins about them, Lat 11.42 Long 84.09 Land 121 1/2
- Saturday 16th light Easterly trades and fair, continued steering off till with all sail set till noon, without seeing the least prospect for whales having lost sight of every small object that are usually seen on whale ground, except fly fish at noon being in Lat 12.35 Long 85.38 nearest land 154 1/2 which is farther than ever (in this lat.) about ship and stood in by the wind which is moderate at East, cleaned the lower deck, hauled the cables up, & occasionally
- Sunday 17th light Easterly winds & very fair, stood in SNE by the wind, at 11 A.M. saw a strange sail N N W of us at 5 P.M. by signal found it to be the Atlantic with 60 tried to communicate, but to no purpose, so hauled close by the wind to the S W and continued as before, having seen no kind

Ship Cyrus whaling on the Coast of Peru, Paul & Son

Monday March	18 th moderate Easterly trades & cloudy weather standing to N N E due by the wind, at 6 A M saw a famous parcel sperm whales to the N W of us, down boats and sailed on the which which we took to the ship, try'd but in vain to get another, looked on, and at noon had it on board. Latter part happened something very singular in the weather the E by trades wind flag'd away and was succeeded by W by and N by winds with rain which for a few hours interfered on and boiling, but a light E by trade vessel brought fair weather with it, have too during night.
	Lat 10-09 Long at noon 84-00 Land 98 leagues
Tuesday March	19 th light E by trades and fair, stood to the N N E through the 24 hours under all sail by day, and courses at night finished boiling out, saw plenty of Black-fish only.
	Lat 9-19 Long 83-22 Lunar 83-57 Land 85 leagues
Wednesday March	20 th brisk E S E trades and fair, steered North till 6 P then West during night, having entered on the green we saw plenty of B. fish, a Macroris & a finback, stood down our last whale, getting 46 barrels.
	Lat 8-00 Long 83-20 Lobos
Thursday March	21 st light Easterly winds and fair, steered W S W middle and latter part moderate N E (instead of E) and fair steered West throughout the 24 hours, saw plenty of B. fish and smaller fish but no sign of a sperm whale.
	Lat 8-00 Long at 6 P M 85-38 Lobos Mer 84 leagues
Friday March	22 ^d moderate E N E trades and fair, steered West all day saw plenty of Finbacks, Finbacks, B. fish, a bonito at 7 1/2 M saw the wind at N E, having shifted sails at 10.
	Lat 7-51 Long at 6 P M 85-46 Lobos Mer 101 leagues
Saturday March	23 ^d moderate E N E winds and fair lay here too by night and steering West under all sail by day, saw B. fish, finbacks, small fish, but no Sperm whale and but few birds at 6 P M being in Lat 7-05 Long 87-05 Lobos Mer 123 leagues
	headed to the S and lay under courses during night.
Sunday March	24 th moderate trades at E S E and fair stood N through the 24 hours under all sail by day, and courses at night, saw nothing but a few finbacks & small fish at noon Lat 6-09, Long at 6 P M 85-57 Lat 99 leagues

1841 (was whaling on the Coast of Peru. Paul West.)
 Monday 25th moderate E & E trades and fair steered NNE
 March through the day without seeing anything but a few
 finbacks and small fish, at 5 P.M. entered on G. water
 at 6 being in Lat 4-50 Long 85-00 and Peru 7 1/2 leagues
 the coast very barren, hauled off and steered West
 Tuesday 26th moderate Ely trades and fair steered West
 at 3 A.M. saw a strange sail South of us at 10 spoke
 and found it to be the Maria of New Bedford 300 Bbls
 at 6 P.M. saw another strange sail, did not know her
 having seen 15 fish, finbacks & small fish
 Lat 5-15 Long at 6 P.M. 86-55 land 110 Bbls
 Wednesday 27th moderate Ely trades & fair running off to leeward
 at 3 A.M. saw a strange sail North of us, at 11
 spoke and found it to be Ship Boston of Nantucket
 Capt. Brick Coffin 430 Bbls, 8 months out, saw nothing
 but humpbacks, finbacks, a few B-fish and lesser fish
 Lat 3-53 Long 87-21 Water 120 leagues
 Thursday 28th brisk trades at SE with some flights of Rain
 cruising, at 5 A.M. saw and at 3 spoke Ship Diana
 New Bedford Capt. Chen. Hathaway 700 Bbls, 11 months out
 and had some tolerable whaling hereabouts, but saw no
 thing to day of note, at 5-45 Long 87-48 land 130 Bbls
 Friday 29th brisk SE trades and fair weather, stood off to the
 offing by day in E with the Maria, Boston, & Diana,
 saw no engagement for whales, at 3 hauled E and
 steered NNE during night, Lat 5-36 Long land
 Saturday 30th brisk SE trades and fair steered West by day &
 hove too at night saw nothing of note, obtained the Correct
 Long by four good Lunar Obs on each side of the Moon
 at 6 P.M. Lat 5-05 Long 89-50, Water 171, Road 1-76 1/2
 Sunday 31st brisk E & SE trades and fair, continued standing off
 till noon amongst plenty of most kinds of small fish and
 many hawks, but not seeing any prospect for whale, and
 being in Long 92-00 which is 11 1/2 miles off the point of the Cape
 and at 5-30 about ship and stood to the E by the
 point of the Cape at 2 P.M.

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This Cruise whaling on the Coast of Peru, and Chile, the
 Monday 1st April brisk trades and very heavy rain, and middle part squa-
 re as to cause the lookouts useless, therefore kept under
 reduced the sail to double reefs, and continued to the N
 by the wind, but saw nothing, Lat 4-43 Long 90-21
 (Barber's Is. North 64 leagues, Punta East 182 leagues)

Tuesday 2nd April brisk trades at E and ENE with fair weather
 at 5 A M saw three strange sail right bowward
 at 9 wind at ENE about ship, to the SE during
 the latter part, at noon nothing in sight, the wind baffled
 ply'd bowward under all sail, by the Long Is. "one hour"
 been current to the W. Lat 4-04 Long 90-16 Punta 17

Wednesday 3rd April very unsteady winds both in point of strength, and compe-
 with heavy showers of rain flying to the E on the high
 track saw two ships in the NNE & supposed they were
 the Maria, & the Diana, latter part tolerable fair
 but not anything to be seen of the whale species
 Lat 4-07 Long 89-21, Punta 162 lgs, Floods Is. North 70 lgs.

Thursday 4th April continues very unsteady winds & weather for Peru.
 the winds generally at ENE against which, and a sho-
 swell we ply'd up, all these 24 hours under all sail
 saw nothing at all but a few porpoises
 Lat 4-30 Long 88-54 Punta 152 lgs, Floods Is. North 64 leagues

Friday 5th April this unexpected NE trade continues to blow direct against
 us, and a short swell continuing from the SE with some
 few squalls of rain almost entirely destroys our prospect
 as we cannot shift our ground satisfactorily, nor so
 the least encouragement lookouts, there being nothing
 here but porpoises and a few starved hawks
 Lat 5-08 Long 88-06 Punta 137 lgs, Floods Is. North 82 lgs.

Saturday 6th April the NE wind very moderate with fair weather the
 we have had during this week, leaves hopes of a favourable
 changes of wind, continued ESE & SE by the wind
 Lat 6-10 Long 87-30 Punta 125 lgs, Floods Is. East 125 lgs.

Sunday 7th April the winds veering from NE to ENE about ship and soon
 to the Nave through the 24 hours, but nothing seen but a
 few porpoises, and the barren surface of this extensive Coast
 Punta 90 lgs, Floods Is. East 125 lgs.

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Tuesday 9
April

Wednesday
April 10

April

Friday 12
April

At your service in the name of God Amen

Saturday 13th April
brisk S E trades and fair weather at 5 A M set all
stowed North till noon, seeing nothing altered West & W S W till
1 P M but saw nothing whatever, then having Charles Is. North
of us, hauled in N E by the wind under considerable sail
no confirms the impossibility of knowing how to steer for whale
after a dark night. Lat 15-15, Long 160-30-30

Sunday 14th April
brisk trades at E & E and tolerable weather cruising
about for whale, sight to the S of the Galapagos Islands
at 9 A M saw a large and tall island at 10, and an
island at the head of a bay at 11, but no
whale sighted. The rest of the day was very much
cloudy. Lat 15-15, Long 160-30-30

Monday 15th April
strong trade at E & E and rugged weather
from 11 A M till 1 P M the day is (°) with the
at 1 P M having seen nothing, were only a cloud
at 1 P M by the wind, the rest clear. Obtained lunar
observations with a sextant, the 15th gave 10-15
at the same time the Chron gave Long 160-40
Lat 15-15, Charles Is. North 100, Santa Fe, then long 160-30

Tuesday 16th April
strong S E trade and smooth sea, wind at E
throughout the day but saw nothing more than
a few birds. Lat 16-33 Long 160-01-00 Santa 177

Wednesday 17th April
brisk winds at East and rainy dirty weather
from 11 A M till 1 P M by the wind throughout the
day, however the weather after we tried to go forward
was very much better, a few birds were seen.
Lat 16-25, Long 160-25, Santa 177

Thursday 18th April
moderate Easterly and N E winds and fair weather
from 11 A M till 1 P M the wind was nothing but a
breeze and plenty of birds, Lat 16-16 Long 160-31-1

Friday 19th April
moderate winds at N E 15 by fair weather
from 11 A M till 1 P M by the wind throughout the day, however
was nothing but a breeze, obtained three sets
of lunar observations which continues in confirma-
tion of the account of going and true Long 160-30-30
Lat 16-16, Charles Is. North 100, Santa 177

the same what is on the coast of the Gulf of Mexico

Sunday 20th light winds at East and by day, when North
wind on the mission in the ground. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 846. 847. 848. 849. 850. 851. 852. 853. 854. 855. 856. 857. 858. 859. 860. 861. 862. 863. 864. 865. 866. 867. 868. 869. 870. 871. 872. 873. 874. 875. 876. 877. 878. 879. 880. 881. 882. 883. 884. 885. 886. 887. 888. 889. 890. 891. 892. 893. 894. 895. 896. 897. 898. 899. 900. 901. 902. 903. 904. 905. 906. 907. 908. 909. 910. 911. 912. 913. 914. 915. 916. 917. 918. 919. 920. 921. 922. 923. 924. 925. 926. 927. 928. 929. 930. 931. 932. 933. 934. 935. 936. 937. 938. 939. 940. 941. 942. 943. 944. 945. 946. 947. 948. 949. 950. 951. 952. 953. 954. 955. 956. 957. 958. 959. 960. 961. 962. 963. 964. 965. 966. 967. 968. 969. 970. 971. 972. 973. 974. 975. 976. 977. 978. 979. 980. 981. 982. 983. 984. 985. 986. 987. 988. 989. 990. 991. 992. 993. 994. 995. 996. 997. 998. 999. 1000.

making the above appearance; the northern point N 1/2 E
East point N 5/8 E and its southern extremity at
the distance of 12 miles by observation, saw nothing
in the sea but a small fishhook, a boat at N 1/2 E
and at 6 P.M. saw Charles Island bearing N 1/2 E 10 or 12
miles dist. finding myself convenient to the S. shore
N 1/2 W with light breeze and at 12.30 too far daylight

Sunday
April

21 light E by air and fair; at 5.30 A.M. found myself
currented 16 miles to the N. by my calculation, and
Charles Island bearing N 1/2 E, hauled to the S. 1/2 E and
concluded on going into the roads, at 11 A.M. cast the
sunken reef that has so often been in dispute, its place
exposed strip when a high swell rolled over it, the swell
only coming, or foaming, for a short length, but not
breaking on it, I saw it first bearing from me N 1/2 E
I came to the N 1/2 E and determined its situation thus,
I found the correct bearing and distance estimated
from the reef to the next solid object, from the reef to
the N. Charles most N. being the high road S. N 1/2 E
about 3 miles, from the reef to Governor Is. N 1/2 E
about 4 miles, from the reef to the eastern shore of
of Charles Is. N 1/2 E distance 5 or 6 leagues, and all the
small Is. to the N. of that line, therefore in
to the N. 1/2 E line, Governor Is. in line with the
South point of Charles Is., a ship will pass two miles
the N. of the reef
stood to the N 1/2 E ground (Charles Is. and at 5 P.M.
came to in the small roads at 8 P.M. water found to
the other line with the reef
moored ship and prepared for getting under

Log of the schooner "Hards" Capt. [illegible]

Monday
April 1

22nd Light E. & S. wind in the night, about calm at day break, at 10 A.M. the wind shifted with 84 fathoms in 11

Tuesday
April 2

23rd Light E. & S. wind in the night, about calm at day break, at 10 A.M. the wind shifted with 93 fathoms in 11

Wednesday
April 3

24th Light E. & S. wind and a little rain in the night, but no wind about the other part of the night, at 10 A.M. the wind shifted with 100 fathoms in 11

Thursday
April 4

25th Light variable wind in the night, at day break the wind in board 100 fathoms, the wind mostly Northwesterly

Friday
April 5

26th Light variable wind in the night, at day break the wind in board 101 fathoms, making in all taken by the boat over a hundred the number of 500, which were a good haul for the day, to 11

Saturday
April 6

27th Light variable wind in the night, at day break the wind in board 101 fathoms, making in all taken by the boat over a hundred the number of 500, which were a good haul for the day, to 11

Sunday
April 7

28th Light variable wind in the night, at day break the wind in board 101 fathoms, making in all taken by the boat over a hundred the number of 500, which were a good haul for the day, to 11

Monday
April 8

29th Light variable wind in the night, at day break the wind in board 101 fathoms, making in all taken by the boat over a hundred the number of 500, which were a good haul for the day, to 11

Tuesday
April 9

30th Light variable wind in the night, at day break the wind in board 101 fathoms, making in all taken by the boat over a hundred the number of 500, which were a good haul for the day, to 11

Wednesday
April 10

May 1st Light variable wind in the night, at day break the wind in board 101 fathoms, making in all taken by the boat over a hundred the number of 500, which were a good haul for the day, to 11

Thursday
April 11

May 2nd Light variable wind in the night, at day break the wind in board 101 fathoms, making in all taken by the boat over a hundred the number of 500, which were a good haul for the day, to 11

Friday
April 12

May 3rd Light variable wind in the night, at day break the wind in board 101 fathoms, making in all taken by the boat over a hundred the number of 500, which were a good haul for the day, to 11

Saturday
April 13

May 4th Light variable wind in the night, at day break the wind in board 101 fathoms, making in all taken by the boat over a hundred the number of 500, which were a good haul for the day, to 11

the first chance at the harbor went to the ...

the air and very fair; and a kind current ...
through the 24 hours, took in our small whale and
steered to the N^W against the current and
kept well keeping the S^W Head about E N E and the
sunkers on it just in sight, came to anchor about
about 10 1/2 E, but was only for ...

the rate of 2 1/2 or 3 knots and hauled stowing the ...
us, ...
P.M. then a bark little trade run in
Harborough and left us becalmed, was a fine
grand ship, the other two ships in sight

the air calm until noon then with a little
the N^W as far as to have North E S E
without seeing anything but plenty of
in sight, but no whale seen
oil of our tank in barrels 32 barrels

the ...
clearance and we found ourselves ...
the ...

the ...
did not put any of it under deck, at 5 had it all ...
let it all fill the ...

the ...
the N^W ...

Light good vision at the (Galapagos) Islands, 4th Nov. 1919
... saw nothing but ...
... current set ...
... 900 ...

... light variable air and calm, baffling about ...
... above, ships in ...
... light variable air ...
... was entirely spoiled; ...
... the current set ... knots kept us ...
... the ... of the Rock all the 24 hours, ...

Wednesday
Thy 15th ...
... light ...
... the ...
... the other ...

... light ...
... air and calm ...
... light ...
... the ...

Thursday 16th ...
... light ...
... the ...
... the ...

2nd night - variable winds and calm - continued the work -
saw a strange fly in the S.W. - but could not
take it. Saw also a few of some other

31st Light variable winds and calm with but little if any current.
 The bar was at 4 P.M. 29.8. Berkey at a mile from
 shore a little into Banks Bay for still water and with light
 W.G. winds ran up with E. Douglas and remained becalmed
 and no whaler left the Rebecca in a day and this track
 thus after a spell of 22 days trying to get up the Narrows
 and getting wind to the aid of Berkey in that time, we
 have now been able to do it until it is day in a steam and

The day 1st post. Light variable winds and calm sailing was
made at 2 P.M. as somewhat new took a brisk S.W. breeze
at 3 more alarms for whales but proved false, saw nothing
but porpoises. The South, and Minn. in sight, but no whale

Today 2nd light variable wind and calm, with a current setting S. ²
 moved into Banks Bay and left my gun until a breeze at
 3rd was in the "Douglas", also soon took a strong S.E.
 traded against which we flew. I let little boats
 the men at these islands, saw nothing in the sea but
 the boat, and Martin. Richard C. V. D. of

High winds remain, and leaving the Galapagos Islands.

Monday 3rd ... coming off ...
Tuesday 4th ...
Wednesday 5th ...

Thursday 6th ...
Friday 7th ...

Saturday 8th ...

Sunday 9th ...

Monday 10th ...
Tuesday 11th ...
Wednesday 12th ...
Thursday 13th ...
Friday 14th ...
Saturday 15th ...
Sunday 16th ...

Today 22nd visit the banks, standing in the Gulf of Mexico. Among
the sea-bears again, a two knot ^{W. S.} current, saw porpoise
and at sunset saw the break of water, very like a Green and
but, as has often been our navigation) night around the
are further to the west. Altitude 2-24 Long
Lat 90-26-30, (Lat 90 North 74 miles at noon

24 hours was nothing but a few portulacas & killars
 found myself still sailing against a strong current of 1/2 mile
 but a good land observation which varied with the time
 the correctness of the log. Last night lay 88. 15

Friday 14 - A light E^{SE} trade wind fair continued Breeze at one
till 6 P.M. without seeing any prospect for a while
and being in Long 86-25 N about 11^{1/2} to the S.W. and still
all with hopes of finding a whale about 10 miles
out at sea. At 6 P.M. took 11
P.M.

Sat. 10th June 1842. ...
under single reef and ... sails over most of the time, ...
st. thoroughly ... our ... saw nothing ...
from myself ... NW 86 miles during these 24 hours

It was as usual my Lat 4-02 Long 118-37-28.50
Tide 1st NW 69 leagues Cape Blanco 126 East of ...

Sunday 11th June ...
... trades and fair continuing off by the wind
rather part wind at E. and ... saw nothing but a few
finbacks, obtained the Longitude by a good Lunar observation
which again proves the correctness of my Chronometer
Lat 4-59 Long 118-38-30 by which I find
the ship sets NW 30 miles in 24 hours ...

Monday 12th June ...
... trades and rugged Peruvian ...
... wind which varies about the ...
... much current, if any at set to the NW ...
... for which we ran a few miles ...
... more than ...
Lat 6-57 Long 118-45-00 Tide 1st NW 10 leagues

Tuesday 13th June ...
... trades and ...
... moderate and fair but nothing
to be seen, but as usual, one or two finbacks, about a dozen ...
a few flying fish, now and then a porpoise, a tropicbird, a ...
hawk, and but very few potters or any kind of hawks. The ...
of the Ocean a ... further by all that has been ...
to it ... Lat 7-55 Long 118-19-15 (Barbados ...
North 92 leagues the nearest part of ... 18 leagues

Wednesday 14th June ...
... moderate trades at ...
... day without seeing anything ...
... Lat 9-02 Long 118-11-30 ...
point NW 492 miles, or 16 leagues, and the nearest part of the ...
which is ...
nothing whatever, nor any prospect of any whale, about ...
and ... to the ... the wind with a view of finding
... encouragement ... the weather
being very fair and sea very smooth gave us a fair opportunity
to see everything about us, nothing to do but to look on ...

Sunday 23rd brisk ENE breeze and fair dry weather. finished airing
 all my stores and refitted them free from the least moth or damage.
 was out by daylight, two gunboats and a few birds, at 6 P.M. being in
 Lat 11-50 Long 140-15 and 130 leagues due North from the best
 whale ground that I ever saw, and not finding the least sign
 of a sperm whale, about 10 with an intention of trying to
 find whales between here and the continent, rather than along
 south of E.B. headed N.E. by the wind, at noon we
 were Lat 11-16 Long 11-18, Galt's ¹⁶ N. 195, ¹⁶ P. nearest at 208
 24th above single & double reef breezes at E. & a rough sea
 standing in to the N.E. wind throughout these 24 hours
 at 6 P.M. in a squall. I let our foreland sail down on
 haul a single 12 lb. shot, nothing holding the line & shot
 together but one lead & rope. the weather very disagreeable
 was only two gunboats Lat 10-43 Long 87-36 Galt's ¹⁶ N. 180, ¹⁶ P. 192

... as standing on the crest of the ...

Monday 25th very strong wind at ESE and very rough weather ...
the day ... standing in to the SE ...
... saw a strange sail in the NW off ... at 10 ...
and found it to be the Spanish Ship Teresa from Guayaquil
bound to Lima. cargo timber &c. nothing material new
we continued ... double reef ...
... 2-56 ... 3-02-33

Tuesday 26th continues very strong ... wind and very rough weather ...
standing in N ... double reef fore and aft ...
... a broad return, were ship ... and ... made it out
one of a very large whale ... ^{South of us} ... a reef out of
each topmast and set ... down all boats
... on a ... made out to strike one of the
... a fine large whale which we killed and at 11 ha
... side, at noon, after ... the ship under the
... we hooked on, but after carrying away
both flukes and ... nearly all to pieces, we barely
got the head cut ... then ... the whale
with ... and lay ... in a ... for ...
the whales ... away to the ...
Lat 9-21 long 88-22-15 the nearest part of the 156 leagues

Wednesday 27th strong ... at ESE and very rough weather at 2 ...
... away two of the whales ropes, but before the ...
partly we had another cable fast to his flukes ...
hooked on to him again but ... all by the ... and ...
nothing until we fastened the cable ... with a cable
then ... all ... at noon ... the ...
the ... so heavy that the double of a ... cable
barely held it up, we however got ... to it and with
much ado got it all on board at sunset. The ...
was very large, ... almost a solid mass of hard ...
substance, and but very little ... matter in either ...
bank, the ends the longest and most difficult ...
... experienced in ... in a whale in ...
... attended to with more damage is all fluke, ...
... tables, as well as short ...
... part more moderate, headed off against the ...
and began ... nothing like a ...
... 38-53 (alt ... 179 ... 166 ...

Ship (was) whaling on the coast of N. B. Seal 100. Most
Friday 23rd strong trade between E. S. E. and S. E. with breeze at
times. Two in the mine under double reefed sails fore & aft
till 7 A.M. then about ship a head in N. E. wind. Hunt & mine
was active but a couple of fish only, employed at hauling out
obtained a fine seal observation which differed but few miles
from the (true). Lat 6-24 Long 88-38-30
Sept 24 N. E. 10-2 leagues and the nearest part of the 100 leagues
Saturday 24th strong S. E. trade and a small north wind stood in N. E. wind
all the day under single reefed sails and no six sail.
Lashed sails and hoisted the hold for stowing out though whale
was nothing but a few fish only. The water very fine here
Lat 8-30 Long 88-12-00 the nearest part of the 100 leagues
Sunday 25th more moderate S. E. wind and breeze at times with light sea
continue whaling in the mine saw several fish only small fish
and seals, employed about 100 seals in the mine filling out the
harbour and the other 100 arranged in water 100 fathoms
Lat 8-30 Long 87-53-15 the 100 leagues
Monday 26th fresh E. S. E. trade standing in under single reefed sails
all the day and the S. E. wind at times for them but
the power to fish only as wind shifts again - continue in
the mine better part small fish and seals and
as to the reef beyond 100 fathoms saw many fish only.
Lat 7-11 Long 86-21-00 the 100 leagues
Tuesday 27th fresh S. E. trade and fine standing in under single reefed sails
and E. S. E. wind at times 100 fathoms saw many fish only &
fish in the mine to determine what kind of fish
were seen Lat 6-24 Long 85-15-30 the 80 leagues
Wednesday 28th fresh S. E. trade and fine saw plenty of fish, fish only &
fish only and after 100 fathoms better but fish only
to the east again wind at E. S. E. continue in N. E. wind
and on a smoother sea than we have lately had
Lat 5-45 Long 84-30 the 60 leagues
Thursday 29th moderate wholensail breeze at S. E. S. E. wind
and in the wind on green water through the day saw
but one boat of 15 fish. Lat 5-14 Long 83-47-15 the 50 leagues

... (some writing on the back of the page) ...
Monday 11th ...
Tuesday 12th ...
Wednesday 13th ...
Thursday 14th ...
Friday 15th ...
Saturday 16th ...
Sunday 17th ...
Monday 18th ...
Tuesday 19th ...
Wednesday 20th ...
Thursday 21th ...
Friday 22th ...
Saturday 23th ...
Sunday 24th ...
Monday 25th ...
Tuesday 26th ...
Wednesday 27th ...
Thursday 28th ...
Friday 29th ...
Saturday 30th ...
Sunday 31st ...

Went down whaling on the beach at New Bedford, Martha
Monday 15th went with S. B. and was going off by the ship
the 1st vessel in the harbor was the 1st of the season
at 10 AM they started. Bore 2 leagues

Monday 16th went with S. B. and was going off by the ship
at 10 AM they started. Bore 2 leagues
at 10 AM they started. Bore 2 leagues
at 10 AM they started. Bore 2 leagues

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at 10 AM they started. Bore 2 leagues
at 10 AM they started. Bore 2 leagues
at 10 AM they started. Bore 2 leagues
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at 10 AM they started. Bore 2 leagues
at 10 AM they started. Bore 2 leagues

1871
Ship Cyrus whaling on the Coast of Peru. Call Post
Monday 21st brist S E, trades and down weather standing in
Call Post saw two whales (1) Whales began to be
by the 10th and 11th and were taken off and 6 others
for the Call post with 3 or 4 long 8 or 10
Tuesday 22nd light S E, trades and thick light weather morning
on the 22nd saw the same could not see far about 10
saw nothing but, a school of 15 fish, lat 5.0 long 8.00 to 30
Wednesday 23rd moderate trades, heavy stand off 11.00 to 12.00
saw several shoals of W fish, caught some for fresh beef
at 4.00 saw three ships long 10.00, and at 6.00 another
that it was did not speak any of them at 6.00 but only
the wind lat 5.00 long 8.00 to 10.00 then 10.00 long
Thursday 24th light S E, trades and a high sheet with fine
at 11.00 saw a school of 15 fish, lat 5.00 long 8.00 to 10.00
in school with 15 or 20 fish, long 8.00 to 10.00
Friday 25th moderate trades, heavy stand off 11.00 to 12.00
by the wind about the water edge at the green water
saw plenty of W fish for a long time to the Manana 8.00
at 10.00 lat 5.00 long 8.00 to 10.00 and 10.00 long
Saturday 26th light S E, trades and a high sheet with fine
all the afternoon was plenty of W fish and two
one of them at 11.00 and the other at 12.00
at 1.00 lat 5.00 long 8.00 to 10.00 and 10.00 long
Sunday 27th moderate S E, trades and a high sheet with fine
without any one particular for what time at 10.00
long 10.00 and from the land 8.00 to 10.00, about 10.00
at 10.00 E. wind with strong S E trades and a high
at 10.00 a school of 15 fish, lat 5.00 long 8.00 to 10.00

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Little Jarvis whaling on the Coast of Peru. Master

... (as if to complete her destruction; the whale with
head up? run directly over and through the boat and bro
... an eighth part of her ...
... of the crew

... my line, took up the ... and ...
130 ... on and killed the whale whilst with the spar
... saved all that floated, which (out of a new
... a complete set of apparatus) was no more than
... and a few pieces of the wreck
... the other boats ...
... the ...
... with another large whale; called him and
... two for daylight with two good whales along with
6-55 long 84-11-45 Punta de Lusa 61 leagues

... (as if to complete her destruction; the whale with
head up? run directly over and through the boat and bro
... an eighth part of her ...
... of the crew
... my line, took up the ... and ...
... on and killed the whale whilst with the spar
... saved all that floated, which (out of a new
... a complete set of apparatus) was no more than
... and a few pieces of the wreck
... the other boats ...
... the ...
... with another large whale; called him and
... two for daylight with two good whales along with
6-55 long 84-11-45 Punta de Lusa 61 leagues

... (as if to complete her destruction; the whale with
head up? run directly over and through the boat and bro
... an eighth part of her ...
... of the crew
... my line, took up the ... and ...
... on and killed the whale whilst with the spar
... saved all that floated, which (out of a new
... a complete set of apparatus) was no more than
... and a few pieces of the wreck
... the other boats ...
... the ...
... with another large whale; called him and
... two for daylight with two good whales along with
6-55 long 84-11-45 Punta de Lusa 61 leagues

the (Carns whaling on the Coast of Peru) Paul H. H. H. H.

Monday & continue strong S E by trades and very rugged weather
I got out at 2 P.M. and had a good day's work done
all hands were in it and we were in the water for

returned on board finished cutting in and
set the byworks on the bottom, having at 8 A.M. the ship
Minerva Lat 13 (Base of Sanucke) 11: m⁵ out, 500 on board
ply'd by this wind Lat 5-56 Long 84-49-10 Land 73 leagues

Wednesday 7th very strong S E by trades and rugged equally weather
August missing off in the morning throughout the day
well employ'd at hoisting out, and repairing the Log-boat
and nothing but Ship Minerva Lat

Thursday 8th continue strong S E by trades and rugged weather
coming in from off the wind employ'd at and fin
ing out, cleared the hold for stowing, finishing
repairing the Log-boat and placed her on the cranes
the pieces of the wreck of the waist and
built a boat in the same form, Land
nothing but the Minerva Lat 5-58 Long 84

Friday 9th moderate S E by trades and dark lowry wth the
face of the Ocean much less agitated than usual
off to the wind throughout the 24 hours
stowed down sixty four barrels of oil from our
whaler carried all requisites and mail

Saturday 10th strong S E by trades and very rugged weather
coming in from off the wind employ'd at and fin
ing out, cleared the hold for stowing, finishing
repairing the Log-boat and placed her on the cranes
the pieces of the wreck of the waist and
built a boat in the same form, Land
nothing but the Minerva Lat 5-58 Long 84
Sunday 11th moderate S E by trades and dark lowry wth the
face of the Ocean much less agitated than usual
off to the wind throughout the 24 hours
stowed down sixty four barrels of oil from our
whaler carried all requisites and mail

Log (Came ashore on the point of the Tent Bay)

Thursday 22 Left at 10 AM and in five hours
reached the landing of the D. C. A. B. S. and
at 1 PM we landed at the landing of the D. C. A. B. S. and
at 5 PM we landed at the landing of the D. C. A. B. S. and
at 8 PM we landed at the landing of the D. C. A. B. S. and

The weather was very fine and the water was very
calm. We went to the beach and found a lot of
seals. The seals were very fat and the
meat was very good. We found a lot of
seals and the meat was very good.

Friday 23 Left at 10 AM and in five hours
reached the landing of the D. C. A. B. S. and
at 1 PM we landed at the landing of the D. C. A. B. S. and
at 5 PM we landed at the landing of the D. C. A. B. S. and
at 8 PM we landed at the landing of the D. C. A. B. S. and

Saturday 24 Very irregular. The water was very
calm. We went to the beach and found a lot of
seals. The seals were very fat and the
meat was very good. We found a lot of
seals and the meat was very good.

Sunday 25 Very irregular. The water was very
calm. We went to the beach and found a lot of
seals. The seals were very fat and the
meat was very good. We found a lot of
seals and the meat was very good.

Monday 26 Very irregular. The water was very
calm. We went to the beach and found a lot of
seals. The seals were very fat and the
meat was very good. We found a lot of
seals and the meat was very good.

Tuesday 27 Very irregular. The water was very
calm. We went to the beach and found a lot of
seals. The seals were very fat and the
meat was very good. We found a lot of
seals and the meat was very good.

... in the ...
...
... and dropping still ...
... of her ... employed occasionally
... 9-40 Long 81-49-15 nearest main land 67-87
...
... and being on ... 11-14 Long 81-
... 95 leagues from the nearest part of the continent
... and stood in all the latter part under ...
... winds ...
...
... very strong single reef topsail breezes & surge
... in ... all these 24 hours under single reef
topsails, saw two schools of black fish & a few fin backs, but
no sperm whales. Lat 10-46 Long 81-23-30, Land 65 leagues
... more moderate S E trades and tolerable whatever
stood in by the wind through the 24 hours, saw several
schools of black fish, tried but in vain to catch one for food
progs at the end of these 24 hours found myself ...
he neared the land than ... have too for daylight.
Lat 10-03 Long 81-22-12 Land 23 leagues
... moderate S E trades and lower ... at 5 A M ...
sail ... S E and also saw the ... N E 12 leagues
at noon Lat 9-20 the entrance of ... S E 6 leagues and
Santa N B E 7 or 8 leagues, stood in N N E and at ...
... Howard of New York Capt. ... 10 miles out ...
... 2000 ... on board ... Santa ... first who ...
... very unfavourable account of the anchorage here, as well
of the ... of negotiables and refreshments, in consequence
of which ... to windward and gave up the idea of anchoring
with this part of the coast though ... with
an intention of procuring water and refreshments
... the ... and the ...

1st. *Days* whaling on the coast of Peru; West. West. West.
Sunday 1st moderate S.E. by E. trades and tolerable fair weather flying
against a lee current in 2 with schooner Howard saw
humpbacks and a long N.W. by W. at 6 P.M. land at 3
parted with the Howard and stood off S.W. by W. by the wind
at noon and yet Lat 8° 28' E 5 1/2 leagues S.E. by E 1/2 E 1/2
Monday 2nd brisk S.E. by E. trades and bore in 1 stood off by the wind
at 1 P.M. part within half a mile of a light Spanish ship
that was bearing N.W. under all sail at 6 P.M. being
30 leagues from land and over the side of S.E. about 1/2
and 1/2 in all the latter part, saw several humpbacks
at 10-30 Long 78° 15-40 land 27 leagues
Tuesday 3rd more trades and S.W. by S. and thick drizzle weather headed
by the wind middle part wind at S.E. at 6 P.M. saw the
large C.V. 8 miles off, at 4 ticks off when the continent
was in sight between North and S.E. by E, this nearest
part C.V. 3 or 10 miles, wind strong at S.E. to S.E.
saw nothing but a few humpbacks Lat 10-00 Long 78-38
Wednesday 4th strong S.W. trades and thick drizzle weather
saw all by the wind all the 24 hours saw and shot
1 ship which I thought to be a frigate with 200 on board
saw humpbacks & finbacks but no sperm whale
Lat 10-50 Long 78-20-30 wind 32-19
Thursday 5th more moderate S.E. by E. trades and bore in 1
stood off by the wind, lost sight of the Haver N 60 W of us
saw only 1 finback, began to overhaul ^{my} provisions & stores
cooched all of salted and pickled provisions, and stored them away
again in better order than when first on board, full of pickles,
likewise our flour, peas, barley, oatmeal, Malts, and part of our
bunch we examined cooched and stored below in good order
Friday 6th moderate S.E. by E. trades & fair, at 6 P.M. Lat 12-42
Long 81-05, back in, land at 75 leagues, but saw nothing more than
a few humpbacks during this fair day, employed examining our
provisions, and stores, cooched all dry cash as fast as at land
finished all the bread and principle stores and stored them down
found part of our bread the worse for want of being before packing

the sailing on the coast of Peru, 1813. Master

Saturday 7th light winds, varying about the S. E. & S. W. evening off in an
September upon the best tack to get to windward, & to get a fair view &
complete examination of all provisions and stores on board, and the
things were all in good order, and stowed them away for their
remaining part of our voyage. Lat 12.13 Long 81.18. 7.38, and

8th light S. E. by winds and thickish weather a smooth sea on
stood in by the wind under all sail, in noon Lat 11.51 and saw two
in Lat 11.51 and saw two Hormigas Is. and Rocks bearing S. 60
about 10 miles distant the wind light at South stood towards
them and at 2 P.M. saw the Island of St. Lorenzo in one with
Los Hormigas and bearing E. S. E. the distance from Los Hormigas
N. 50 E. was plainly to be seen through a haze over it and
appeared to be about 12 leagues from Los Hormigas deep rocks
at 3 P.M. being within a league of this dangerous key & reef
having a fair view of it, took off, by my observation this Reef
has in Lat 11.50 and about the same Longitude as given in the
second edition of Bowditch's Navigator, the northern part of these
Islands is a key about as high as the hull of a ship of 100 tons
with long rolling breakers all round it, so that a boat in rounding
round the key close to the breakers would make its circumference about
one mile, to the S. W. of this key about one mile and a quarter
lies a reef of rocks covering nearly the same space as the key
with their tops above water and very large breakers on them, but
between the key and the reef the sea was smooth with no
apparent danger, the land to the E. W. was in sight at 10.
15 leagues, but what appeared to be the nearest land was the
Island of St. Lorenzo at E. S. E. about 12 leagues distance.
After part 1000 S. by with fresh wind at S. E. and thick weather

Monday 8th brisk S. E. trades and at times thick drizzly weather, at 10
up the pack'd in, and at noon my Lat 12.13 saw the S. E. Island
bearing E. N. E. about in the view the Port of Callao and at
8 P.M. came too in Callao Roads on N. E. from the bottom
the S. W. point of St. St. Lorenzo N. 80 W. and the nearest
shore which is Callao) Lat 12.50 of a mile
found St. B. M. S. Standard (Capt. the Hon. Charles O'Brien
& Fleming being in this Port and twenty east of Chanish
Chips, and several or dozen brigs, Reefs of the Hon. (Capt. J.
... ..

Spain recruiting at Lima, Port of Call, Alaska

Wednesday
9th

during the morning but very bitter wind until 4 P.M. but afterwards a gentle S.E. trade over the low land of allas and fair weather at 10 P.M. I run out the Ridges to the S.W. and took our houses into the River-port, according to the custom of the Port, at 8 received a visit of the agent of the Port who took my Regiments clearance of the Custom House, in London, and Lag Book and sent them to the Receiver at Lima but did not give me permission to have any communication with the shore at 6 P.M. a Ship sailed for Lima, on board of which was an English Gentleman (Mr. Harrison) who took letters to my friends in London, cleaned the outside of the ship

Thursday
10th

as usual, calm from 4 P.M. till 8 then light N.E. airs and at 10 the regular S.E. trade set in for the 24 hours came in the Spanish Ship Fern, the same that gave me much trouble on my last voyage by the Capt of the Port. I Recd. permission from the Receiver to provide or furnish myself with what water & refreshment I stood in need of, and to remain in Port the tiresome length of three days, took a present supply of refreshments from the shore, prepared for watering &c.

Friday
11th

winds and weather as usual, employed at watering, took 60 on board, hoisted all of my guns from below mounted them and fired a salute of eleven guns in respect to the present day. the Standard fired a grand salute and every Spanish ship fired several rounds in the course of the day as well as every Port and battery at Callao, all done under a grand display of Colours of the Nations of English, Spanish, American, & Portuguese; had some little disturbance with part of my crew for the disturbance on board the Standard for the present

Saturday
12th

wind and weather as usual, employed at watering, took 60 on board, hoisted all of my guns from below again, and hoisted the lower part for sea again, until 10 as usual with fresh breeze this day we experienced two very considerable shocks as an Earthquake, but it did not affect the ship

Ship comes recruiting at Lima, Paul West, Master

Saturday 14th winds and weather as usual and very busy employed at paying the hands, stowing water provisions &c. supplied as usual with fresh provisions ~~from~~ had my log book returned from Lima but neither Register nor Clearance.

Sunday 15th winds and weather fine as usual. Finished stowing water below and for the first time cleared and cleaned decks, and made myself to Lima, where I had all the satisfaction that could be derived from seeing what was to be seen in the rich Metropolis of South America, which, although in many respects clever, was not so much so, as to dazzle my eyes, so that I could return to my humble situation without reluctance, part of my crew at liberty on shore.

Monday 16th fine w^x lying at Callao with part of the crew on shore at liberty and part at painting, and refitting the rigging. At 7 P.M. I returned from Lima found my vessel all on board except one of the sailors who had deserted continued to supply with fresh provisions as usual.

Tuesday 17th fine w^x took on board part of my sea stock of pumpkins, potatoes, and camels, or sweet potatoes gave them at a very good quality. part of my crew at liberty and others at work on board.

Wednesday 18th fine w^x took on board more neg^s for sea stock missed one of my apprentices, sent runners after them but without effect. took on board a second supply of water, biscuits, fresh provisions as necessary. Rec^d orders to go to the tomorrow.

Thursday 19th fine w^x took on board the remaining part of sea stock of potatoes, pumpkins, cabbage, and onions, and hoped but in vain to find my runaway men. Rec^d on the 2^d of the Port my Register and Clearance.

Friday 20th light & westerly winds most of the day made signs for sailing, but with hopes of getting my deserters. till evening when it fell much calm & light breeze so continued at Callao for another day, supplied myself with fruit &c. & ordered to receive fresh provisions for present use.

Ship (Cruz) whaling on the coast of Peru. Paul Hest, Master

Monday 21st Sept. W. B. winds and fair as usual, searched up
 the coast of Callao for my despatches but could not find either of them
 so scuttled two others then one from the shore and the
 other from on board W. B. H. Standard, announced a
 ship near North my anchor made sail and went out to
 the West of Lima or Callao well supplied with 2500
 lb water twenty five bushels of rice, potatoes, twenty five bushels
 of sweet potatoes, seventy bunches, 100 heads of cabbage
 3 B^{ls} green onions, two or three thousand excellent oranges &
 lemons, 400 lb nuts, ducks, pigs, wine, bread, &c, &c, &c,
 sufficient for a long time. Latter part of day at 10 AM
 by the wind which was brisk at 10 AM, at 6 PM the
 S. of Lovers shore East 7 leagues but no sight of
 Los Hornos Rocks in the West

Monday 22nd Sept. Strong S. E. trades and duck heavy at 10 AM
 by the wind through the 24 hours employed as necessary
 along all our provisions and have them in every convenient
 place as over the stern, under all three tops &c
 saw nothing the sea very rugged Lat 12-30 Long 78-20

Monday 23rd Sept. Strong S. E. trades and very rugged weather
 stood off by the wind through the 24 hours without
 seeing anything whatever, employed at saving my
 vegetables &c as necessary Lat 13-58 Long 79-58 Lat 14-10

Monday 24th Sept. Strong S. E. winds and very rugged weather
 stood off by the wind under double reef, boatsails
 all the 24 hours, saw nothing but 3 or 4 fishbacks
 employed, saving vegetables that are fast on the deck
 Lat 15-17 Long 80-31-15 Long 86 1/2

Wednesday 25th Sept. Moderate S. E. trades and tolerable fair
 continued all day by the wind at 10 AM a new
 sight was a smaller sperm whale at a mast 10 down
 at 11 AM a small sperm whale at noon, had the whale called
 the ship, afternoon look on, but being unwell myself &
 not having that assistance that I expected, I did not save
 the whale so clearly as I ever have before, at 8 PM I found

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Thursday
April 26

26 light S E by winds and a smooth sea on, headed S E by
much employed at boiling out, at 6 P M being 112 leagues from
the continent about 4 1/2 and headed to the E S E and under
easy sail, having seen nothing during this fair day
found myself severely affected with a cold, some few
Lat 16-15 Long 81-37 Land 111 1/2
at 9 P M gave me with light S E by trades, but not m. e.
enough myself to go on deck, at noon finished boiling out
and took a minute for stowing the oil down, at 5 1/2 P M
saw whales of some kind run for them and just as the
sun set they came up and proved to be two fine large
hump whales, down all boats in an instant and when
the sun had been down 10- or 15 minutes, I struck one
which run without cessation, so that for want
of strength myself and daylight to work in the whale
I could not do anything with him, but held on out of
the sight or knowledge of the boats crews until
8 P M, when our line getting foul I was glad to
raise our boat & row by cutting our line, outside of
the boats bows, and took the whale with two harpoon
and 40, - or 50, fathoms of line, at 8 1/2 returned on board
in such a state as can be better conceived than
described, when I say that it was only 8 hours before
this severe frost that I lay almost helpless in my coat
with a strong fence on me, and at 11 P M I am getting
I had scarcely strength to keep myself afloat in a chair
Ends, headed S E under what sail, Lat 16-15 Long 81-00

Friday
April 27

27 strong S E by trades and rugged weather, flying
off and on under short sail by night and as much as
we could carry being necessary to haul during the day
saw several humpbacks breaching, but no sperm whale
employed to load down the oil of my last whale, filling
fifty eight barrels Lat 16-00, Long 81-24-00 Land 105 1/2

Saturday
April 28

28 very strong winds at S E by E and rugged weather
at 6 P M made sail as usual but found it necessary
to reduce to double & close reefed to sails & two layers
headed in both the m. t. almost too bad for whaling, yet by not
at 8 30 saw a humpback & at 9 P M a sperm whale

James Whaling on the Coast of New South Wales, New South Wales

Monday 30th continues strong E. & S. winds standing in by the
wind under double reefed topsails, the sea very rough
saw nothing but hump- or fin backs, at 6 P.M. being
ab. 83 leagues from the continent about lat. 34° S. shore
Lat. 15-14 Long 150-37 at noon 80-37 Land 87 leagues

Tuesday 1st more moderate E. & S. winds, set the double-reefs
out of the topsails, stood off by the wind saw several
hump-and-fin backs, and at sunset saw a whale that
very much resembled a sperm whale, it went down &
might present any further knowledge of it, so late
the ship under such short sail during night, as to have
a prospect of finding it in the morning, the wind freshen
with much brighter weather, Lat at 5 P.M. 15-56 Long 81-26 Land 103

Wednesday 2^d strong double reefed topsails averages a S. & equals
cruising on & off anxiously looking for sperm whales
but without finding any during this rugged day, employed
at mending our large boats and repairing our foretop sail
at noon as usual Lat 16-00 Long 82-00 Land 118 leagues

Thursday 3^d continues very strong E. & S. by trades headed all till
6 A.M. when being 130 leagues from the nearest land
and we prepared for whale, about 10 A.M. & stood in by
the wind under double & close-reefed topsails & courses
at noon more moderate, set full and bygon, at 5 P.M. saw
several fine large sperm whales run for them down all boat
struck one that took to swimming and running bowward
and might closing on us but as the whale began to give
any chance to kill him, we were obliged by darkness and
rough weather to cut from the whale and get on board,
this being the third time within a week that we have
been so unfortunate as to lose good fares of sperm whales
by night and rough weather, but before 2 P.M.
the sails & laid in & set with strong Germanian gales at 1 P.M.

Ship was whaling on the coast of Peru, South America. Master

Friday
Oct 2

It continues strong Peruvian gale at S.E. & E. an unfortunate
rugged weather, coming off and on, close by the wind under
double reef'd topsails and courses by day, and courses only at
night. The ship labouring in a sea like Lapping (flow)
employed at setting up large backs, and repairing sails
saw nothing but a few fowls as usual and a few flying fish
(Lat 15-56, Long 81-32 31, Lat 16-06 Long 82-12)

Saturday
Oct 3

It continues strong Peruvian gale at S.E. & E. had
in under double and close reef'd topsails, foresail, & 2 staysails
through the day, saw nothing but a school of 3 fish
employed at setting up packs repairing sails &c.
Lat 15-36 Long 81-56-30 and 110 leagues


Sunday
Oct 4

It continues strong Peruvian gale at E.S.E. & E.
and very rugged with cruising on and off by the wind
under double reef'd topsails and courses, between 100 and
120 leagues distant from the continent, at 8 A.M. saw
three fine large sperm whales, two at first pursued
them and when near the point of striking one of them
it went down quite undisturbed, but on account of the
very rugged sea on, we neither saw that, or any other
sperm-whale during the day. At 11 we took up our boats
about under a reef of sail (double reef) on a turbulent
sea, much more resembling (a sea storm) than Peru.
Lat 15-15 Long 81-40-15 and 106 leagues

Monday
Oct 5

It continues the heaviest and strongest Peruvian gale, and
the worst and most unfortunate sort of bad weather the
ever experienced on this part of the globe, beating above
under double and close reef'd topsails and courses, trying to hold
any ground, but at times found it necessary to take all in
except barely the fore and main topsails and two staysails
there being too much wind for them and courses too,
the ship labouring so as to set every movable thing adrift
saw only chimichacks, & 3 fish, could not see far, ends
between 120 and 108 leagues from land

1811
Ship's Journal whaling in the Coast of Peru. 1-1811

Monday 8th continued the long and strong Peruvian gale at E. S. E.
to S. E. cruising on and off under double reef. At noon saw a single Sperm Whale, down all boats
and ~~the~~  the ship had been fast along side
52 ~~beginning to cut him in~~ but the sea so rough we have
broke our breast, runner back, and made a bad job of cutting
sea lay by the whale during night, with the wind moderating fast
Lat 15-20. Long 81-45. Land 110 leagues

Tuesday 9th fresh S. E. trades still, but much more moderate
than any day this month, hoisted on, and whilst cutting saw
two strange sails S. S. W. of me, at 1 P. M. had the whale
cut in, & spoke the Am. Ship Maria, Hooper 650 M^{ts}
and Phoebe Ann, Ryfel, 500 M^{ts} - nothing particular new
made sail & laid off & on by the wind
Lat 15-13 Long 82-02-15 Land 116 leagues

Wednesday 10th moderate S. E. trades and as something new
in whale weather cruising off and on in E. with the two Am. ships
well employed all and finished cutting whale, but saw nothing
Lat 15-40 Long 82-30-30 Land 124 leagues

Thursday 11th fresh S. E. trades and rough sea, cruising off
on the Am. ships in E. at 2 P. M. saw a single
sperm whale, which we ran for, down all boats but
as she went down headed N. W. and came up at a great
distance E. S. E. of us and running fast we found it
impossible to get near her, employed, stood down the
the oil of our last whale filling fifty two barrels
Lat 15-32 Long 81-58-45 Land 116

Friday 12th strong S. E. trades and equally rough weather
cruising on and off by the wind under single and
double reef. Spent the day cutting whale
arranging our gear, hot and cold between 6 & 8
were catching with harpoon and porpoise,
no other or even whale, landed this &
Lat 15-00 Long 81-28-15 Land 101 leagues

Ship (Cetus) whaling on the coast of Peru, 1841.

Sunday
 October 13th very strong S. E. by trades and squally, rugged weather
 cruising on and off under single and double reefed topsails
 saw and spoke the American ships Maria and Thos. Ann
 but no whale seen Lat 15-10 Long 81-11-30 Land 197

Monday
 October 14th continues strong S. E. by trades and rugged weather
 stood off through the 24 hours but saw nothing whatever
 emitting a shot at a porpoise in hunt the 1st one for good
 Lat 15-14 Long 81-17-15 Land 116

Tuesday
 October 15th continues very strong S. E. by trades and remarkable
 bad Peruvian weather at 6 A.M. being in Lat 16-00 and
 132 leagues from land and no prospect for whale
 about ship and stood in under double reefed topsails
 through the day but saw nothing Lat 18-45 Long 82-29-30

Wednesday
 October 16th strong S. E. by trades and very rugged whale weather
 stood in on the wind under double reefed topsails saw
 Maria and Thos. Ann about eight miles by sight
 all above with signal for sperm whale but the wind
 too strong for our jib or studding and impossible to make
 an ahead in running towards them we past in by the wind
 without further knowledge; saw many finbacks breaching
 Lat 14-58 Long 81-27-30 Land 102 leagues,

Thursday
 October 17th continues strong S. E. by trades and rugged w. at 5
 A.M. being in Lat 14-25 Long 81-07 and from Lat 91 1/2
 about ship and stood off by the wind all the remaining
 part of the 24 hours; saw many finbacks only
 later part were moderate and long tail over single
 reefed topsails. Lat 14-50 Long 81-25-00 Land 100

Friday
 October 18th moderate S. E. trades and an appearance of better
 weather than lately at 6 A.M. tack'd in and continued
 all the latter part with tolerable fair Peruvian weather
 saw nothing Lat 15-10 Long 81-21 Land 99 leagues

Saturday
 October 19th moderate S. E. trades and fair stood in through the
 24 hours saw many humpbacks or finbacks, and the
 ships Thos. Ann & cutting whale and Maria cruising
 employ'd occasionally finishing setting up packs and pursuing

Ship (was) arriving on the coast of Peru last night
 Sunday 20th moderate S. E. trades and fair, cruising on
 by the wind at 6 A. M. for the first time this voyage

one saw a sperm whale near us, down all boats and
 after searching, losing, and a long chase, we struck again
 and killed the whale, at 1:30 P. M. him along side a
 46 ~~the~~ P. M. had him all on board, the Maria & her
 in sight who got a whale at the same time; at 2 P. M.
 the Maria made signal for whales run too. her boat did
 not see any so stood in and began boiling out
 Lat 13-37 Long 79-43 as usual 79-43, Land 66 (W)

Monday 21st moderate, cruising trades and fair weather
 usual cruising on, at 6 A. M. by the wind; at 6 A. M. saw
 a single sperm-whale, at 7:30 P. M. and after
 two hours pursuit the whale run off towards
 return and continue boiling out, at noon saw the
 64 ~~the~~ P. M. under the lee, at 3 P. M. saw a very
 large small all whales running fast in the N. W. at
 down all boats and after a short but most chase
 struck and killed one fine large sperm whale and at
 had him secured along side, but could not touch another
 so set the works on again to boiling out
 Lat 13-46 Long 79-54, Land 65 leagues

Tuesday 22nd light S. E. trades and fine weather; at 6 A. M.
 finished boiling out, and looked out to our whale, and
 after having every little boat at him, at or by 8 P. M.
 had him all on board and all sail set by the wind
 saw the two ships towards some more whale Land 3
 began boiling out saw only 10 in Lat 13-36 Long 79-45

Wednesday 23rd light S. W. winds and fair Peruvian-like weather
 cruising on and all from the Western side of the equator
 without seeing anything but the two ships, the P. M.
 cut in her whale yesterday, myself well cutting &
 boiling out; the weather much better than yesterday
 Lat 13-30 Long 79-20-39 Land 51 (W)

Ship Cyrus whaling on the coast of Peru, June 1841. Master

Thursday 24th Oct. brisk N.E. trades and fair cruising off on by the wind employed at and finished boiling out, saw nothing but the Maria, and Phoebe Ann under our lee, the winds freshening and sea getting rougher. Lat 14-02 Long 79-12 Land 57 leagues

Friday 25th Oct. very fresh N.E. trades and rugged weather cruising on & off by the wind, began to stow down the oil of our two last whales when at 11 A.M. saw several Sperm Whales, struck, killed, and at 12 had one at their fast 50 fathoms wide, both having above 100 shoils on deck, and all the cargo packed for out of the fore hold, I have too, and stowed down the oil of our last whales filling One hundred and ten barrels, saw the U.S. ships manœuvring. The weather very rugged Lat 14-19 Long 79-30 as usual 79-30 Lat 63 leagues

Saturday 26th Oct. very strong double reefed & head breezes with N.E. and very rugged weather, heaved on to and whale and after having our gear by the board at 3 P.M. had him all on board, saw several Sperm Whales, with double reefed sails, and speared them, at 4 down two boats but could not get near one, the Sea so very rough as to resemble the Coast of Cape Horn, more than the coast of Peru, by which we miss of taking whale this day, began boiling out Lat 14-01 Long 79-15 as usual 79-15 Lat 68 leagues

Sunday 27th Oct. continues very strong N.E. trades and rugged weather, off & on between 55 and 75 leagues from land without seeing anything whatever during this day, employed at boiling out and at 11 P.M. finished, Lat 14-00 Long 79-48 Land 66 leagues

Monday 28th Oct. more moderate N.E. trades and fairer weather stood in through the 24 hours, but saw nothing whatever, well employed at stowing down the oil of our last whale, which yields fifty barrels, Lat 14-06 Long 79-45 Land 66 leagues

Tuesday 29th Oct. fine moderate N.E. trades and fair weather but no so fortunate as to see any Sperm Whales, saw and spoke the U.S. ships Phoebe Ann and the Maria, the Phoebe Ann 630, and the Maria 850, they had seen more whale lately than myself, employed at stowing down the oil of our last whale, Lat 14-00 Long 79-45 Land 66 leagues

Monday 2th continues light S.E. trades and fair weather.
 November N.B. - last evening (or this Nov. 2nd at 8 P.M. were all)
 the clouds dispersed, and I saw a comet much larger than the
 largest star, its bore N.W. and at 8.05 it was 10.21 high,
 its train, or tail, which was opposite the Sun, measured 7 degrees in length,
 continued retreating N.E. and at 2 P.M. civil time saw it bearing
 N.N.E. distant 6 or 7 leagues, at 5 determined the rate and
 error of my Chron. which was very small, and then steered 11 1/2°

Ship Cyrus whaling on the Coast of Peru Nov 1st 1815

Tuesday 5th brisk winds at E steers W S W under all sail through the day, and at 6 P M after having just finished painting all four boats, saw one sperm whale, down all boats and as the sun ~~set~~ struck the whale and after a variety of unsuccessful attempts we killed and at 9 had the whale called along side and hove too for daylight, having been continually employed in setting up racks since last whales on board

Lat 12-36 Long 79-45-30 Land 52 leagues

Wednesday 6th strong S E by trades and very rugged sea on, at 5 A M looked on to our whale and before the sun arose saw several sperm whales, down all boats after them at 8 killed one at 9 or 10 another, being wide apart, and by breaking no less than three fluke ribs, on trying to tow different whales, we did not yet get the whales well fast along side till 4 1/4 P M then hooked on and cut in one of the whales and began boiling out, saw a strange sail the S W by E Lat 12-28 Long 80-01 Land 54 leagues

Thursday 7th brisk S E by trades and tolerable sea at 6 A M looked on to our whales and at 11 (while cutting) saw several sperm whales near us and going fast E S E, try'd but in vain to take one of them, same time a strange ship had come within two miles, but on seeing the whales, went away after them at 3 P M finished cutting and at 4 spoke ship Mars Capt. J. B. Smith 750 tons. Had seen plenty of whales hereabouts lately


Lat 12-19 Long 80-15-15 Land 58 leagues

Friday 8th moderate S E by trades and fair cruising on and off by wind and well employed at boiling out, at 2 P M saw a single sperm whale, down all boats and chased him till sunset without getting along side of him as he seemed to know as well how to avoid the boats as a man would, returned on board and set the works on again to boiling out as before, saw the Mars under the lee of which I have great advantage in point of sailing Lat 12-30 Long 80-24 Land 61 leagues

Ship (1841) whaling on the Coast of Peru, Paul West


Saturday 9th gentle Peruvian trades at 10 and fair weather
Nov^m cruising off & on by the wind saw and shot the
Brothers of Huntucket Capt. Ben^y. Whiskey & molasses
and 230 Bl^l on board, at 2 P^m Mon standing in, saw

30

 Sperm Whales, down all boats, took one of them
and lay with it along side all the latter part having
much whale on hand as we can manufacture in four
Lat 12-51 Long 80-30-30 Land 61 leagues


Sunday 10th gentle breezes and fair at 7 A^m having finished
Nov^m cleared the - H^l halibut of old blubber, looked on to yesterday's
whale and at 10^h had it all on board, at 1 P^m saw
the Mars and Brothers at work amongst whale, found them

28

 Sperm Whales, down two boats, took one of them and
lay with it along side all the latter part, well employed
at boiling out, the Brothers took one, but Mars none.
Lat 12-16 Long 80-46-15 Land 67 leagues

Monday 11th gentle trades and fair at 6-30 A^m looked on
Nov^m and at 9-15 had the whale all on board, set on to boiling
again, the Mars took one whale last night
at 3 P^m saw two strange ships in the S^W E^g
no whale seen by either of the ships in sight
to day Lat 12-40 Long 80-47 Land 68 1/2 leagues

Tuesday 12th gentle breezes and fair, shot the ship, Allegator
Nov^m Capt. B. Swain 700 and the Hannat a Chaga 1000 (Capt. B. C.)
230, saw and chased one Sperm Whale, but too many
boats drove it off with a whale skin
still employed at boiling out, Lat 12-30, Long 80-50

Wednesday 13th fair w^h as usual, finished boiling out and began
Nov^m to stow down, at 11 A^m saw several fine young
 Sperm Whales, at noon down all boats, took the
of them and got my Barb^l boat stove, at 4 1/2 P^m
got them along side and return'd to stowing down
Lat 12-17 Long 80-34-15 Land 63 leagues

80

Ship Cyrus whaling on the Coast of Peru. Nov 15, 1811

Thursday
Nov 14th light S E by winds and fair. Holed down as much as
as completely filled the fore hold and saw a Sperm Whale
pass by at a distance. at 10 A.M. looked on to our
Whales and at 5 P.M. had all three on board,
at half an hour after sunset a Sperm Whale came up
very near the ship, but night prevented any attempt
to catch him. saw the Brothers and Hannah & Eliza take
Whale, employ'd at clearing heads and beginning to boil
Lat 12-10 Long 80-49-15 Land 68

Friday
Nov 15th light airs and fair, cruising, and boiling as usual
at 6 A.M. saw the other ships take in their whale
and at noon just as I had taken care of oil on deck, saw
46 a Sperm Whale, at 2 P.M. without slackening
down two boats killed this whale, and at 4 had him
fast alongside, but having the blubber of three Whales
now between decks, could do nothing but melt it out
with all prudent speed, spoke the H. & Eliza 300^{lbs}
Lat 12-20 Long 80-57-30 Land 70 leagues

Saturday
Nov 16th light S E trades and fair, lying with a whale
alongside and as much blubber on board as we can
boil out whilst good, yet as at 9 A.M. several
28 Sperm Whales were not far off I could not
allow them to pass unmolested, so down two boats
took one of them, and at noon had it along side,
afternoon filled the larboard side at the fore-castle with
pieces as high as the top of the bulwark, sinking the lower
bow, at 4 P.M. looked on to yesterdays whale, and took the
body on board whilst very good, and lay by its head, and on
fresh whale all the latter part. Lat 12-23, Long 81-09 Land

Sunday
Nov 17th more S E trades and fair, cut in one whale and the
head of the other from yesterday's cutting, and kept the try work
constantly boiling out throughout the 24 hours, cooper con-
stantly employ'd at raising decks and refitting casks from other

Ship (yours) inhaling on the coast of New South Wales.

Monday 18th moderate S E trades & fair cruising off & on, under
November short sail, well employ'd at boiling out and continuing
casks without losing water, cooper very much drove for
casks. saw nothing but two ships E & S of me
Lat 12-31 Long 81-17-15 as usual 82-02-30 Land 90 leagues

Tuesday 19th fresh trades & rough weather cruising off & on as usual
Noon well employ'd at boiling out till 4 P.M. finished, and
at the same time binned the Ld and stowed part
of our oil below saw nothing but one ship
Lat 12-22 Long 81-17-15 Land 75 leagues

Wednesday 20th fresh trades and rough weather cruising as usual
Noon spoke the Am schooner Howard 20000 skins and the
ship Brothers 400 M^{ts} - no news - employ'd
stowing down our greatest fare of oil, completed
the Main hold, and advanced considerably aback
Lat 12-21 Long 81-41-00 Land 33 leagues

Thursday 21st brisk trades and fair being so busily employ'd
Noon as to continue under short sail all the 24 hours
finished stowing down the greatest fare of oil
that ever I was to having on hand at one time
filling no less than three hundred and twenty two
barrels, which I have taken between the 5th & 16th
of this month, which has obliged me to start all
sails, lines, - cordage, and other stores out of
casks to make room for oil, the cooper busily
employ'd at setting up packs & repairing casks
saw four other ships E & S of me
Lat 12-23 Long 81-25-15 Land 79 leagues

1811
79

22 moderate trades and four w^r. very busily employed at
arranging both full and empty casks, and all repairing &
stowing. At the 13th instant. at 9 A.M. saw several

915 Green Whales, launched the stern boat, ringed
and at 10 1/2 down all boats and took one fine whale
along side. then cleared for cutting in, and at 1 P.M. had
on, and at sunset had all in except the head, pie by
and began boiling saw the Brothers & the S. A. Eliza
the S. D. of. Date 12-06 Long Wh. 30 1/2, 5 and 6 1/2.

23rd light trades and fair wind at 6 A.M. took
on and cut in the lead made sail & continued boiling on
saw all four (last spoken) ships in the S.E. of the Sta-
L. Eliza trying out; cooper continually employed at setting
up packs and repairing a set of very bad casks indeed
Lat 12-00, Long W. 81-18-15, Land 22 leagues

24th - Brisk trade & fair, evening of a good rain
well employed in a morning and throughout the 24th has
seen nothing but a few heavy frosts, open & stormy
cold & storming down. Lat 41.33 Long 74.33

25th - moderate trade and fair, finished a towing down
 all at last, whaler getting seventh four barrels
 saw and spoke the Aligator ⁸⁰⁰, and - Mars 901 B.B.
 at 5 P. M. saw a single sperm whale, he
 running fast, and right closing on us, prevented
 our getting near him, Lat 12-13 Long 81-10, Lat

26th light wind: and fair wth cruising as usual
this morning I had some difficulty with my crew
confining and stowing the Run; finished stowing our
provisions, and when all cleared between decks hove to
and opened the lumber-port in the L Bow and took all
square shars upon deck, loading or lumbering the deck as
much, saw the Mars & Whig^{ton}, & a sail south of the
Is. 12th 11th P. 3

Ship Curus whaling on the Coast of Peru, Paul Hester Master

Wednesday 27th Light trades and fair weather although very
November 27th in the evening, held a council with my Officers, on
the conduct of Isaac (Cruz) a seaman and punished him
accordingly, and set him again on duty;
employed to build a coal-room forward which took all the
coals from midships, then arranged the casks, ropes,
lumber &c. between decks and stowed all full
leaving 150 Blk of casks on the upper deck
saw nothing but a few humpbacks
Lat 11-51 Long 80-27-27 Land

Thursday 28th Light winds baffling all round the compass
November 28th and at times calm, lying nearly stationary all day
Ships Mars, and Aligator in sight. V.S.C. of me
employed placed all large spare spars in places to
the best advantage on the upper-works &c. &c.
Lat 11-58 Long 80-45-15 Land

Friday 29th Light trades and fair weather employed, cooper &
November 29th repairing casks, carpenter at building a sail-room
in the cabin, and crew at refitting everything for
whale, saw nothing but the Mars & Aligator
Lat 11-55 Long 80-27-15 Land, 57 barges

Saturday 30th This month ends with brisk S.E. wind and
November 30th fair weather, after cruising a few days over the late
good ground without seeing anything encouraging
to stand off by the wind with an intention of seeing
what can be found on the good off-shore ground,
saw a strange sail S.E. of me which on a nearer
view appeared to be the Brothers
employed, cooper at repairing casks & carpenter
at building a sail room in the cabin &c.
Lat 12-50 Long 81-21-55 Land 88 barges

1511
81

2

cc 27

Dec 11

hurst

Ship Cyrus whaling on the Coast of St Paul West Master

Friday
December 6th brisk S E trades and fair at 5. All made sail
through the ice without seeing anything, a school of
blu & fish and a few willers. at 7 P.M. being in the
Long Chronometer 78-41-45 and Lat 25 leagues from
the nearest part of the continent. Lat being 11-55, at
then we run all night during night under common
night-sail, which is three to sail, foresail, two-staysail
and jib, set up so many packs that, after having
all full of casks under deck, we have no left than
173 1/2 of casks upon the upper deck, repaired sails
&c. Lat at noon 12-12, Long - as above -

Saturday
7th moderate S E trades & very fair. Peruvian
running off W. M. through the day without seeing
anything but one or two finbacks, at 7 P.M. being
where whales have been plenty, have too & lay all the
latter part. Employed at repairing casks & sails.
Lat 11-56 Long 78-41-15 at noon 80-34-15 and 62 1/2

Sunday
8th brisk S E trades and fair at 5. All made sail
through the day without seeing any
more than two finbacks, at sunset 7 P.M. started
sail to 3 to sail & and headed S. W. during night
being at 7 P.M. in Lat 12-06 Long 82-38 and 9 1/2

Monday
9th brisk cruising breezes at S E and fair at 5. All
saw three strange sail. S. by E. at 1 P.M. spoke
and found them the Am ship Mars 350, Alligator 350
and Brothers 450, no news, but whales were scarce
Lat 12-01 Long 82-47-15 and 100 leagues

Tuesday
Dec 10th moderate S E trades and fair cruising on a
ice with the Mars and Alligator, but saw nothing
more than ship Brothers, at a distance. at 7 P.M.
parted. no whales having been seen lately
Lat at noon 11-20 Long { 82-07-45 } Lat 85
{ 82-07-15 }

Ship Cyrus whaling on the Coast of Am. Paul H. M.

- Wednesday 11th brisk trades a fair, stand in off to the wind, at 3 A.M. saw a single sperm whale S.E. of me at 10 down all boats, and after a long chase at 1 P.M. it struck the whale, killed and at 2 saw him fast alongside began to cut, and at 4 saw another single sperm whale at 5 down all boats, struck, killed, and at 7 P.M. the whale fast alongside, so secured all fast for daylight, at 7 A.M. a sail went out at sight E of me Lat 11-45 Long 82-47 and 38 leagues
- Thursday 12th brisk S.E. trades and a short sea on which made rather against us, at 5 turned too at cutting whale at 8 A.M. saw the Am Ships Brothers S.E. of me and Stars, and Alligator N.W. at 8 saw one sperm whale N.W. of me, down two boats pursued him but without seeing him at all afternoon at 11-30 returned on board and at 6-20 P.M. saw sunset had our two whales on board and began boiling out saw all the other ships chasing, and the Brothers took whale, Lat 11-50 Long 83-09-15 and 104 leagues
- Friday 13th brisk S.E. trades and rough in evening off on as usual, saw nothing but small fish, boobies, man-of-war hawks, and three ships N.W. 5 P.M. of me employ'd as necessary, started a sail room full of bread and began to clear the run of all stores & provisions Lat 11-53 Long 83-00-00 and 102 leagues
- Saturday 14th brisk S.E. trades and (what is uncommon on Peru) an irregular long swell from the N.W. cruising off on by the wind well employ'd at boiling out, and clearing the coals, and everything out of the run, & after-hold, at 4-40 P.M. saw a single sperm whale, at 5 down all boats for him, but by pure misfortune did not touch the whale, although within two feet of his nose Lat 11-55 Long 83-00-00 and 102 leagues

1871
Ship Cyrus, whaling on the coast of Peru. Paul Hess, Master.

Sunday 15th brisk S.E. trades and rough weather. Stood in
the wind under short sail through the day.
most employ'd, finished boiling out, and began to stir
the oil below, saw nothing but a few finbacks.
Lat 11-50 Long 82-21-45 (as usual) Land 90th

Monday 16th moderate trades and fair cruising on a light breeze
most employ'd, stowed down the remaining part of our last
whales filling one hundred and twenty barrels
saw and past a ship - Brothers, call'd it the Brothers.
Lat 11-51 Long 82-32-30 Land 98 leagues

Tuesday 17th fine pleasant Peruvian trades and weather
stood off S.W. through the day, and at night, or at
least being in Lat 11-50 Long 84-21-30 and
130 leagues from the nearest land, and seeing nothing
but bonitos, flying fish, and Man of War hawks
about ships and stood in E.S.E. by the wind
having been busily employ'd at hauling up the cables
and stowing them on the g^d deck, mounted all the arms
& stow'd them also on the g^d deck, broke up all hold^{er} deck
examined all of our water, and other casks, and select'd
out all such casks, as are most suitable for our purposes
stow'd Ham, molasses, sugar, porter, butter, pickles, and other
similar stores in the Cabin, and placed chests &c on them.

Wednesday 18th continues fine pleasant Peruvian winds and weather
standing in E.S.E. by the wind but saw nothing
alive in the sea, saw and past ship Brothers & Home
and standing off to the W. Employ'd at and finished
stowing our casks, ropes &c. between decks, turn'd all the
Boat-stewers and hands from the steerage into the
Fore hold next to the fore-castle and fill'd the
steerage with Provisions as necessary for a full ship
Lat 11-54 Long 83-33-30 Land 102 leagues

Ship (Sper) whaling on the coast of Peru, Paul (Hos) (Hos)

Thursday 19th light S.E. trades and fair Peruvian like weather
December standing in by the wind, at 7 A.M. saw three
58 sperm Whales. down all boats struck one that
struck himself on our craft and got off, then chased
the others, 3 or 4 leagues, and at length struck & killed
one of them, at noon had him along side, looked on
and at 5 P.M. had him on board, made sail again &
began boiling out. Cooper busily employ'd at setting
packs. Lat 11-22 Long (Hos) 82-33-45 Land 46 off

Friday 20th moderate trades and lowry wth cruising on & off
December under short sail at night, and more sail by day
well employ'd at boiling out, and preparing casks for
new nothing whatever. Lat 11-20 Long 82-40-15

Saturday 21st brisk unsteady trades and lowry wth, finished
December boiling out and stowed as much of the (Sper)
under the lower deck as finally filled and completed
the lower hold full in every part of the best of
Sperm Oil amounting to 1473 barrels, which is 7
more than ever was put into her lower hold before
stowed the rest of the whale in the stowage, have
made fifty-eight barrels saw & stroke (Sper) Brothers
Capt. Benjamin Whipple 300th on board Lat 11-43 Long 83-00

Sunday 21st moderate trades and fair cruising on & off by the
December mind in (S) with Ship Brothers, without seeing anything
alive in the sea. Lat 11-44 Long (Hos) 83-24 Land 108

Monday 22nd light airs and fair at 6 A.M. saw the boats of
December from the Brothers, stowed towards them, and at 7 saw the
sperm Whale that they were after, down all boats and
chased, took the chance, and got near enough
dart at the whale, but without effect, so that neither
of us got her, jib'd towards her. Met our boat for the first time

Lieut. Cyrus, whaling on the Coast of Nova, Paul West, Master

Tuesday 24th moderate E. by S. trades and fair, flying towards
 on the best back as the wind varied, saw nothing
 but a few boats & small fish as usual
 cooper & still employ'd at setting up packs
 stood off on the last back till in Lat 12-17 Long 81-12
 as usual 83 68-90, and 108 length about 1/2 to the C.

Wednesday 25th strong E. by S. trades and squalls, flying towards
 under all sail but without seeing anything of note
 employ'd as usual at setting up packs & S. & S.
 (Note) - during the last 48 hours I have plyed right towards
 and by correct Lat's and Long's find I have made
 course & 58 E. distance 81 miles being now in the
 Lat 12-12 Long 82-01-15, and 88 from nearest land

Thursday 26th gentle trades at S E and very fair weather
 standing in by the wind through the day, saw nothing
 but a few humpbacks and two shoals of B. fish.
 Lat 12-01 Long 82-13-30, and 79 leagues

Friday 27th continues light S E by S. trades and fair w. S.
 stood in by the wind, Employ'd as usual at setting up
 packs and at 5 P.M. took up the last back wh. is in the

21 We saw a sperm whale in the E. by S. at 4-30
 seeing the whale going towards and right at hand
 down two boats and gave chase, but with a faint hope
 but after sunset we got to them, found them a very
 large shoal of whales, struck two, killed several, but
 darkness closing on us prevented our saving any more
 than one small whale, the whole of them having been
 shewed to all appearance, that the lot at daylight at this
 time, was equal to the loss of one thousand quincas at least
 the course of this day we maintained the last back

Ship Cyrus, whaling on the coast of Peru, Paul Misk M.

Saturday 28th gentle S. E. by E. trades and more fair weather
Dec 28th hooked on to our whale; took him in land before 9 A.M. had
all sail set, stood to the S. by S. till 10 but seeing nothing
more than B-fish, about ship, and stood in by the wind
set the works on, and in 12 hours had the whale boiled out
this having been one of the fairest days for a look-out that
Peru has afforded us this voyage, but no sperm whale seen
Lat 11-48 Long 79-18-30. Land 53 leagues

Sunday 29th fresh trades at S. E. & E. by E. with variable weather
Dec 29th having changed remarkably quick for Peru; coopered our oil, but
it being warm did not slow it down, at 3 P.M. saw a shoal
of sperm whales near the ship, down all boats for
22 them, but as they were going very fast downwindward, we
barely struck one as the sun was setting, the whales
continuing their course, and night closing on us rendered it
impossible to touch another, so killed our small whale and at
9 P.M. had him secured alongside and hove too for daylight.
Lat 11-48 Long 79-35 Land 45 leagues
saw also, B-fish, albacores, dolphins, bonitos, fly-fish, hawks, & boobies

Monday 30th moderate trades & fair, hooked on to our whale
Dec 30th and at 7 A.M. had it on board, at 10 saw two fine
sperm whales, at 11 down all boats & struck on
100 that struck the S. by S. boat badly, we however killed
the whale, took up the wreck, rig'd the spare boat,
pursued, and killed the other whale, and at sunset had
them both secured alongside, & hove too at boiling out
Lat 11-45 Long 79-57-30 Land 50 leagues

Tuesday the last day of the Year
this year ends with fair Peruvian weather and ourselves
well employ'd at cutting-in two sperm-whales that
increases my cargo to two hundred tons
at 7 P.M. had them both on board & began boiling
Lat 12-12 Long 80-15 Land 51 leagues

Ship goes, remaining on the coast of Peru. Paul West, Master

Wednesday 1st this New Year begins with fair warm weather as
January usual, and a good fare of Sperm. Whales on hand
which so nearly completes my cargo that I am under the
necessity of starting most of my bread and other stores
out of casks to contain Oil, the try works going with
all prudent speed. Still cruising about my good old
successful ground, although without seeing anything to do
Lat 11-54 Long 80-00-45 Land 51 leagues

Thursday 2^d moderate S.E. trades & fair with laying off & on
under easy sail, well employ'd at boiling out all the 24^h
and collecting casks to contain the oil, saw nothing of note
Lat 12-00, Long 80-15-30 Land 55 leagues

Friday 3^d very light winds and (after noon) profound calm
Jan 3rd at 3-30 A.M. or at daylight, saw a Yaman. Seal of

60 Sperm. Whales under the lee, at 6 down all board
for them, struck some of them but the Main boat was
stove so badly as obliged me to send her on board,
we continued with two boats amongst the Whales and
after a variety of success, having killed a dozen of them
one finally at 2 P.M. had one fine large whale, one
young bull, and three cow whales, secured along side
being as much as can be boiled out whilst good
so set the works on again to finish the other fare
and stow part of the Oil between decks
could not find an empty cask on board, but was
obliged to start the contents of them for Oil
the weather very warm indeed, so that considerable
of our late fare of oil run out, before we could boil
Lat 12-02 Long 80-08-30 Land 56 leagues

1812
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Ship Cyrus, whaling on the Coast of Peru. Real Master

Saturday 4th as something singular; the whole of this day was
January a profound calm, and the weather so very warm as to
interfere on me very much, at 6 P.M. finished boiling
the old fare, then cooked and stored part of the Oil
between decks, at 8 looked on to our large whale, and
at 6 P.M. had the bodies of all five Whales on board
and the works set on again to boiling out.

having no less than Eight months bread stored in
two sail-rooms, and every part of the Ship full of
Oil and stores, I was under the necessity of either
keeping my cask full of bread or Sperm Oil, and as
of two things the best should be preserved, I started
four half-ton-buths of bread overboard and filled the
casks with Sperm Oil, there being no possibility
of doing anything more agreeable with the bread
saw nothing whatever but the surface of this vast
Pacific Ocean Lat 12-03 Long 80-12-50 Land 58

Sunday 5th first part bright S.E. trades and very warm
January at 6 P.M. looked on to our heads and after a distill
of 5 hours had them all on board, but the weather having
been so unfavourably warm that the heads were nearly
spoiled although scarce 28 hours dead. kept the works
going all the time, and cooper at casks, built a bin
in the Cabin and filled it with ten tierces of flour.
started also several small casks of fine bread into sacks
round the decks were much lumbered and crowded with
casks of every kind and almost every commodity on board
latter part strong breezes and rough weather flying
off & on by the wind
Lat 11-58 Long 80-14-45 Land 57 leagues

Whaling on the Coast of Peru, Paul West Master

Monday
January 6th The fresh S E trades and light squalls & mist
cruising on & off by the wind well employ'd at boiling
out. the weather so very warm that a considerable part of
our salt whales spoiled between decks before we could
possibly boil it out. started several casks of water &
bread for casks to contain oil, spread a sail on the
g^d deck and shut the bread into it which lumbered
up the g^d deck, similar to a poop on her
saw nothing but two humpbacks & four dolphins
Lat 11-59 Long 80-09-15 Land 52 leagues

Tuesday
Jan 7th moderate Peruvian breezes and fair weather
still employ'd at boiling (or rather stewing) old blubber
at 7 A M saw a strange sail S E of me which
was standing out by the wind, and appeared to be a Spaniard
at 7.30 saw a large shoal of sperm whales in the
N W quarter at 8 down all boats for them
trunk and killed but barely one whale; the rest of
them run off towardward & left it impossible to touch
another. at 11 had no whale along side, but having half
the quantity of a 50-bbl whale blubber between decks and
entirely spoiled with hot weather, we hoisted it up and put
it overboard. having saved but a very small part of the
oil from our last noble fare of whale taken the 3^d instant
at 2 P M look'd on, and at 3 had our small whale
on board, began boiling out. Carpenter at building
another Bin to contain flour

Lat 11-59 Long 80-09-15 Land 52

Ship Cyrus whaling on the Coast of Peru, Paul West

Wednesday 3rd fresh trades and tolerable weather, finished boiling
January and stowed part of our oil between decks, saw nothing
but B. fish, fly fish, dolphin, albacores, bonitos, hawks,
boobies, tropic birds, hawks, and pitterels, arranged more
stanchions in the cabin, and stowed the remaining part
of our fine bread - split-pease & other dry provisions, in
which fills the cabin with more stores &c. than usual
enters that part of a Whale ship in the Pacific Ocean
Lat 12-12 Long 77-12 as usual 80-18-15 Land 59

Thursday 4th strong S. trades and rough weather with some
January smart showers of rain which damaged our bread that
lies in bulk on deck, but no place below to put it in
employ'd at, and finished stowing our oil part of
which has laid on deck since the 27th Dec^r, which
filled alleg. the Two hundred & twenty two barrels
and brought the Cyrus so deep in the water that the
heads (a midships) were mostl^y below the surface
saw nothing but small fish and birds
Lat 12-16 Long 77-16 { Lunar Obs 80-36-45 } Land 61
{ Bar^m 80-04-15 }

Friday 5th fresh trades and rough weather throughout
January day stood off by the wind, saw nothing but B. fish
employ'd cleaning ship from stern to stern
Lat 12-01 Long at noon 77-55-30 Land 50 leagues

Saturday 6th fresh trades and very rugged Peruvian weather
January cruising off & on by the wind, employ'd repairing the
sails & y^e boat, cleared between decks of all stores & pro-
visions, started all of our beef on deck and cutted out the best of
and headed it up in good order, stowed it below again
completed starting every kind of dry provisions except
of bread, saw nothing of note about us
Lat 12-12 Long 77-12 as usual 80-18-15 Land 59

Ship Cyrus whaling on the Coast of Peru, Jan West

Sunday
January

12th - moderate S E trades, and tolerable with
plying by the wind as usual, employ'd at repairing
the Larboard quarter boat & occasionally at 9 AM
saw several large sperm whales, down all boat
and after chasing 3 hours, struck & killed one whale
but could not touch another, at 1 PM had it
alongside at 2 hooked on, and at 6 all on board and
sail made by the wind, saw no small fish nor
scarce any kind of birds or fowl, except a few boobies
Lat 12-12 Long 79-25-15, Land 39 lgs

Monday
Jan 13

13th - light winds far southerly, stood in to the S of C
till 8 PM when the wind varying to ESE, &
about ship, and stood S by the wind
well employ'd at boiling out during the 24 hours
saw nothing but a few W fish, & fowls, (afternoon at
repairing the Larboard boat, cooper at casks to
contain oil, started four barrels of good bread, put it
into sacks athwart the stern, likewise started flour
into sacks Lat 12-17 Long 78-31-15, Land 27 lgs

Tuesday
Jan 14

14th - brisk S E by trades with some mist, at 9 AM
finished boiling, but the oil too hot, could not blow it below
stove off, and at 4 PM saw a single sperm whale
in the S E qtr at 4-40 down two boats for him
at 5-30 came up with and struck him, but the
Sharpoor came on & as the whale went off
downwindward could not touch it again although very slow
at 7 returned on board, had the Larboard boat finished
put her in place again, took in the Mast boat to repair,
and hoisted up the spare boat in the waist, having up
two boats unfit to go after whale
Lat 12-44 Long 78-00-00

Ship Cyrus whaling on the Coast of Peru. Paul West Master

Wednesday
Jan 6th
15th Strong S E Trades and clear weather. running off shore by the wind. saw several breaches to windward could not make out the kind of whale
employed at stowing down our last whale that filled fifty seven barrels, and completed so much of between decks as entirely blocked up the main hatchway and prevented taking any more blubber under deck. (a good sight)
Carpenter at repairing the main-boat
Lat 13-14 Long 78-57-15 Land 22 leagues

Thursday
Jan 7th
16th more moderate trades at S E with light flights of Peruvian rain standing in by the wind. at 6 A M saw two strange sail. C S E of us at noon spoke and found them to be the John & James and the Lion both bound 6 months from Nantucket with 300 Bbls each.

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at 2 P M saw several sperm whales at 3 down all boats from each ship but could not touch any more than one whale which I got, and at 7 P M had all on deck, having no room below to stow the blubber, set on to boiling & occasionally
Lat 13-45 Long 78-45-15 Land 38 leagues

Friday
Jan 8th
17th moderate S E Trades and fair weather, flying off on in C with the Lion, and the John & James employed at boiling out, at 7 P M finished boiling and having no empty cask was obliged to start the last four barrels of bread, and as the two ships were not in want of provision of any kind & I could not dispose of it in any other way than starting it into their boats instead of onto the sea.
likewise four tierces of black and unmerchantable oil which I had previously determined to start overboard & I put on board those tierces to be saved if they should not obtain full cargoes. Lat 12-55 Long 78-40 Land 35 leagues

Ship Cyrus, whaling on the Coast of Peru, Capt. [illegible] Master [illegible]

Saturday 18th brisk cruising breezes at N.E. and fair weather
January flying off & on by the wind. the Lion and the [illegible]
in sight. at 5 P.M. saw two Sperm Whales in the
[illegible] and going boardward quick and right
closing on me before I could get near them. Left not
much prospect as to induce me to load a boat
shoveled down the oil of last whale, filled 27 barrels
Lat 13-10 Long 79-02-30 Land 42 off

Sunday 19th fresh S.E. by trades and rough weather flying
January by the wind as usual. the Lion and the [illegible]
in [illegible] which took a part two & a half tierces of my
beef that I should be oblig'd to throw overboard on
getting more oil. at 1 P.M. saw whales in the
Southern g^{ts}, at 2 saw they were a fine school of
Sperm bulls, but going fast seaward could not
get near them. at 5-40 down boats for them but
could not touch one nor get up with them
Lat 13-08 Long 79-11-00 Land

Sunday 20th strong S.E. trades and fair^{er} but rough sea on
January flying for whale as usual but saw neither whales
or tails, during this day, employed cooper at repairing
all old bad casks, strewer cooler &c. the last remains
of old vessels to contain oil. Lat 13-42 Long 80-05 Land

Tuesday 21st strong S.E. trades and a rough tempestuous sea on
January [illegible] in to the [illegible] by the wind all these 24 hours
without seeing anything but a few finbacks and a
school of black fish. when all three topsails, repaired
and replaced the fore and Mizzen topsails & kept the
Main down to be finished, boiler and Carpenter employed a
small but nice, brave [illegible]

Lat 13-36 Long 78-51-15 Land leagues

Thurs (yours) whaling, and at Lima. Paul West, Hatter

Wednesday 22nd moderate Peruvian trades at S E and fair wth
January stood in to the E by the wind until 7 P.M. then laid
off & on under short sail during night, employed at
repairing old sails cut up some for that purpose
saw nothing but finbacks, changed the colour of water
from blue to very green, Lat 13-15 Long 78-07 Land 2

Thursday 23rd light E by air & calm fanning to the S E wind by
Jan^{ry} at noon saw a strange sail in the S E of the star
bow - and at 7 spoke and found her to be a Spanish brig
from Arica for Guayaquil, cargo Wine, spirits, & dry goods
stood in till midnight and have two winds very light
Lat 12-30 Long 78-02 as usual 77-53 Land 21

Friday 24th very light air between East and South stood
Lat 11 to the E by at 6 A.M. saw a Spanish brig, & ship
did not speak either, at 8 saw the Land (after an
absence from it of 31 days) St. Lorenzo Is N 30
12 or 14 leagues distant, steered N N E with ve
light air at S E, at sunset the N point of St.
Lorenzo E by N and just in one with the ships lying
at anchor at Callao roads, at 8 winds E by stood
and ply'd up to the anchorage, and at midnight
came too on 6 fathoms soft bottom the N point
St. Lorenzo W by S, the Land making the N West extreme
of this harbor or bay, N W, and the grand fort at
Callao S E one mile distant found lying here the
Am^{er} ships John James, and Lion, and 20 sail of Span
ships and vessels of different descriptions

Ship Crews, recruiting at Lima - Paul, Mark, Charles

- Monday 25th very fine Peruvian weather, lying in the Port of Callao. At 10 AM the Capt of the Port came on board, and I rec^d a visit from the commandant of the Customs who left an officer on board of my ship. found the aspects of the times very favourable, so began occasionally to careen ship & pay bents
- Tuesday 26th fair wth, most of my Crew on liberty ashore, and myself at Lima
- Wednesday 27th well employ'd at and finishing paying the bents and upperworks, furnished the ship with fresh provisions as usual
- Thursday 28th employ'd at repairing the Main channel or chainwail also at renewing the forestay &c on the Bowprit, and shaping the Jilbooms. the wth very foggy and unwholesome
- Friday 29th light S.E. trades and fair wth but foggy employ'd at working up the lower standing rigging, and doing all outside work necessary in still water. could not get potatoes & vegetables yet from the shore found some of the crew losing their health
- Saturday 30th light winds and foggy very unwholesome weather lying still at Callao, took on board our sea stock of vegetables and fresh water and prepared for sailing with all stores came in a Spanish ship from Guayaquil
- Sunday 31st calm foggy weather all the fore part, middle and latter part light winds and fair paid all charges ashore took all the remainder of our water, and made every preparation for sea, the winds inclining Wth did not remove as did the S.W. winds, could not procure any oranges, being out of season, or what were to be had were very indifferent and very dear - and other fruit and vegetables, although to be had, were not so plentiful nor yet of so good quality as they were in the year 1811 (the article of grapes excepted) which were sold at 1/2

Ship's Cyrus at, and from Lima for London. Paul West, Master

Saturday 1st light airs and calm at times through the 24 hours
February at 4 P.M. after having taken all on board, unmoored, weighed
and sailed outward. at 7 past the N.W. point of St. Lorenzo
Island, at 12 St. Lorenzo East 2 leagues ahead of us in
light winds at S.E. to East

Sunday 2nd light airs at S.E. to South, stood off by the moon
February under all sail but did not lose sight of St. Lorenzo
(whose summit is only 1305 feet above the level of the sea)
until 3 P.M. when it bore E.N.E. 12 leagues
unbent cables, stowed the anchors, &c. as necessary
at 6 P.M. spoke the Ship's Lion, and the
John & James that came with us in C. and parted with
them. latter part gentle trades at S.E. & E. contin-
off by the wind on green water. Regulated Chronometer

Monday 3rd moderate S.E. & E. trades and fair weather. stood off
February under all sail till 7 P.M. then took in light sails for
the night, saw and lost sight of the Ship's
Lion, and the John & James, but saw no whales
Lat 13-21 Long 78-51-15, Land

Tuesday 4th brisk S.E. and S.S.E. trades and fair m.
February standing off by the wind, at 9 A.M. saw a
few Sperm Whales at 10 down all boats
for them, struck and killed one which we took along
side, cut him in upon the upper deck and at 1
P.M. had all sail set, (and according to the old plan
Put the Helms up, to leave this Coast for London
with the works on the boiling out, and trimmed all sail to
the wind, which was moderate at S.E.

Lat 14-02 Long 79-41-30 Land 12 leagues

Shrimps, from the coast of Peru, for London. Fresh market.

Wednesday, 5th Light Southerly airs and calm standing off by the
) S.W. wind finished hoisting out, and set the mainsail
 but without making any considerable headway during
 these 24 hours. The weather very hot, could not stow
 our oil below, so arranged our water, filled up all space
 and saved some beef that was spoiling
 saw black fish, and small fish

~ at 11-31 Long (W) as usual 80-30-25 Land 8319

Thursday 6th - very light B. by air & calm headed S. by
 E. by. with all sail set, towed down the oil of last
 Whaler filling twenty-five barrels. made but very
 little way through the sea during these 24 hours
 saw nothing but small fish.

are nothing but small fish

Lat 14-41 Long 77- } Chron 81-12-15 } Lane 95
Lunar Obs - 81-18-30 }

Friday 7th - very light S E and S by winds & almost calm till noon, then a fine little S by wind, headed S W by W close by the wind employed at ratting, and refitting many essential parts of the rigging &c; at 5 P M saw several sperm whales in the N in g^t down all boats pursued, and at sunset struck one of them but by the most trifling turn of ill luck the whale cleared itself of three harpoons, and boats, and finally (by night closing on us) it got away from us in its agonies, so that we returned on board without the whale that we had killed, and as the chance of finding the whale again is much against me, I trim'd all sail again by the wind for London, with as much oil on board as will be pleasant to carry round Cape Horn Lat 15-13 Long 81-32-15 and 106 leagues

Ship Cyrus from the East of Peru for London Paul Fresh Master

Saturday Feb 11th 8th brisk S E winds and very squally till 10 A.M. afterwards more moderate and fair. stood to the S.W. close by the wind all the 24 hours, without seeing anything except a finback and porpoises employed at ratching, stropping and refitting the rigging. Lat 16-02 Long 83-00 15. nearest Land 151

Sunday Feb 12th 9th light baffling S E by trades and dark low or continuing off S.W. by the wind. hark, and saw new Royals making the best of my way off this Coast saw nothing new or worth notice. Lat 17-01 Long 84-03 30 Land 161 S by

Monday Feb 13th 10th very light S E winds all this day, after having had a brisk S E trade during night. employed at sundries fitting the rigging, &c made a Mizzen-Royal of this size Main &c. saw nothing of note -- got off out of Peruvian (Lat 18-44 Long 85-21 15

Tuesday Feb 14th 11th very light southerly and S.W. airs all the fore part head off to the W. until an E. breeze sprung up that for the first time since leaving L. allowed me to head up, but at 10 A.M. light wind at E. N. E. steered S.W. with three Royals, all jibs and staysails set, likewise studding sails fore and aft. but at noon calm again & continued calm all the latter part, the wth very warm indeed, employed at refitting everything about the bowsprit and bows. Lat 19-47 Long 86-10 30

Ship, *Cervus*, from the coast of Peru for the Horn, West
Wednesday 12th Feb^y light airs varying about the N E g^{ts} & calm
steered S B E with every light sail set
better part very light Nly - N W - and Wly
headed S B E, but made some progress
employ'd making rigging &c and preparing for (Horn)
war purposes grampasses, and albacores
Lat 20-05 Long 86-16-45

Thursday 13th Feb^y continues very light airs varying ^{round} the N E g^{ts}
and calm until 2 P M when a breeze gradually sprang
up in the E S E and S E g^{ts} to which we anxious
trim'd every sail and made the best of our way to
the S by the wind, well employ'd as necessary
hook in all three Bower anchors and temporarily
secured them on the main deck, repaired sails,
refitted rigging &c &c; made slow headway for (Horn)
Lat 20-35 Long 86-21-45

Friday 14th Feb^y lighter Royal breezes at E S E steered, both
with every inch of canvas set, that any ship can
set to advantage by the wind
Employ'd as highly necessary at making rigging &c
and repairing all parts of the rigging that requires it
saw nothing but the smooth surface of the very
extensive Pacific Ocean

Lat 22-07 Long 87-06-15
since crossing Lat 19 S I have had very light winds
and fine weather and by my Chronometer I have obtained
the Long twice in every 24 hours but have not
experienced any material currents, or noticed anything
else in this tranquil part of the Globe except a con-
stant long swell from the S W g^{ts}, winds generally E

Ship (Cyrus from the east of Horn, for Cape Horn, Paul Ross, Master

Saturday 15th
February

70

with a brisk little E S E trade, which with all the fore
mast, with three Royals, all jibs, and staysails, fore, main
and maintop-gallant-studdingsails, and indeed every sail that
a first rate Man-of-war can set by the wind, when
at 11^{1/2} A.M. I was very agreeably alarm'd from the mast

with the appearance of a large Sperm-Whale in the
at 11^{1/2} A.M. I rose down low in the mizzen being light, at 11^{1/2}
she went down and at 12-25th came up, having stay'd down
55 minutes (and longer time than I ever knew one to do before)
then, at 12-30 down all boats pursued and killed the whale
took him along side, at 3 look'd on, and at 8 had both
head, and body, in upon the upper deck, and sail set
again by the wind to the fore

at the time of taking this whale alongside, there were
several fine large Sperm-Whales under the lee and
a fair prospect of getting them if I had wanted
and at 5 P.M. (whilst cutting in) another fine large
Sperm whale came slowly along past the ship and
gave us fair a chance as a whale is usually could
but as our whale in hand is already larger than we
can possibly save, or find casks to contain, and the
Cyrus almost too deep loaded to be safe in passing
Cape Horn, I did not load a boat for any more

this being Feb^y 15th and one day short of twelve
Months since taking my first whale on this voyage
at 3 P.M. set the works on to boiling out
having light S E trades and remarkable fair weather

Lat 24-02 Long 88-03-30

Sat. 16th from the Coast of Peru for Cape Horn. West Master
Sunday 16th a light S E trade and very fair weather, standing
February 16th Sued by the wind under all sail (but mainsail)
well employ'd at boiling out, and collecting and
rehairing all casks of every description, for Oil,
started (in bulk) every cask of Beef, and Pork, except
as much as would be necessary on a passage from
St Helena, to London, and filled the casks with Sperm Oil
also started all Porter and Beer to do without it,
and started as much of my stores of Molasses, & Rum,
as filled every vacant butter firkin, butter kegs, boat kegs,
pickle kegs, half ankers, washing tubs, buckets, and bottles
on board, and filled the casks with Oil, and then was
oblig'd to encroach on our necessary stock of fresh
water, (for casks) or else throw Sperm Oil overboard,
Lat 24-41 Long 77 W as usual 88-29-30

Monday 17th the brisk royal trade at S E standing Sued by
the wind employ'd at, and at 3 P M finished boiling out
having filled all casks that I could prudently admit of,
and had left standing open on deck, all cutting tubs,
straw tubs, deck pots, copper coolers, and tin work pots
full of oil, and not a cask empty to put it in
latter part brisk winds from S E to S S E & suggest
shortened sail accordingly standing S S W by the wind
Lat 23-38 Long 77 W 88-51-15

Tuesday 18th first part brisk wind at S E & a high short swell
from S S W against which I continued standing on,
middle part calm, employ'd at breaking up everything
from between decks except Sperm Oil and stowed down
sixty three barrels of salt meat, having arranged our
cabin so as to get every tin pot properly scoured clean
and filled with fresh water, and the casks filled with Oil

1817
The Gyms from the East of Peru for Cape Horn, and West, 11

continues 18

having about a Ton of very best Oil in casks upon deck without either cask to contain it, or room under deck for it. At 2 P.M. a breeze at S.E. and a very high short ugly swell from S.W. drove S.W. by the wind.

At 3 P.M. several fine Sperm-Whales came spouting along past the Gyms, within half a mile, and appeared to give a very fair chance for a thousand pounds worth of Oil at least, but as I have already more Sperm-Oil on board than I can possibly take care of, having both casks and ship quite full, I did not presume to send a boat for them, nor indeed would it be proper to take another cask of oil on board, if it were now alongside in casks, and could be had for barely hoisting. Latter part of these 24 hours we had the beginning of foul weather, winds being strong at S.E. with squalls and an ugly sea on, took in sail occasionally.

Lat 26° 40' Long Chronometer 89° 40' 15"

Wednesday
19th

At S.E. strong double reef topsail breezes, and squalls with an ugly head-sea on, standing S.W. by the wind sent down all royal yards, also fore & main Masts. Employed at completing the stowage of the Gyms, by stowing, and arranging, all loose casks, cables, ropes, oars and other wooden apparatus, &c. &c. in such a manner as to get our salt provisions and part of stock of water under deck, leaving a considerable part of our water in try-pots and casks on deck; having but a very small place below for crew to live, or rather subvert in, also broke down the try-works and (pots being bad) threw all overboard, leaving two pots on deck full of water. Cooper continually at working up line-tubs & loose stuff into vessels to relieve casks of stores to get the casks for oil. Lat 27° 50' Long 90°

Ship Cyrus, from the Coast of Horn for Cape Horn, Jan^y 1872

Thursday 20th continues strong double reef breezes at S E to
February E S E and squally with continuing standing to
the bow close by the wind. stowed our two lower
anchors securely between wind and water, or one half
in the winds and weather, and the other half on deck
dismounted six Cannon and stowed them in place of
the trip-works, after caulking the deck in that place
the surface of the sea very rugged, and of such a
continual foam as not only to retard our progress
very considerably, but to cause the Cyrus to labour,
and give a new appearance to the seafaring life
that I have had no long on the Coast of Horn

Lat 29° 00' Long 71° 00' 00"

Friday 21st strong S E winds and flaws so strong as to
prevent carrying any more sail, than single reef
topsails, standing bow close by the wind
split the jib, - repaired & set it again
employed took in all charts and lumber from over
the stern and secured them on deck between the
cabin-gangway and windlass, amidships, and secured
part of stock of fresh water amongst them
dismounted some more guns, and secured them on deck
took in waist-boat, coiled masts, and indeed made the
best use of good time by employing every Man
upon such duty as he is best qualified for doing.
the sea continuing very rugged, made but dull
progress with this scant wind

Lat 30° 19' Long 72° 49' 00"

Ship Cyrus from the Coast of Peru

Tuesday - 25th light winds at East and fair weather steering
February S. E. at 8 A. M. winds at E. & E. set studding sails
fore and aft, and all three royals, at noon light air
at E. & E. took in light sails & steered by the wind
employed, scrubbed and bent a new Mainstay sail
fitted a new Fore and Main top sails with each a full
set of new points, and rolines, and purchased them for
the time at sea, which will not be this voyage unless
something more than common happens to my other two sails
unbent fore and main royals and stowed them away,
emptied two casks of water and filled them with oil
from the cutting tubs, the try-pot still standing on
deck full of fresh water, Carpenter at caulking decks
Lat 37-15 Long 94-31-55

Wednesday 26th very light E. & E. by air and calm, headed
February S. E. with studding sails and Main royal set
middle and latter part nearly calm, and when any air S. was
the S. E. quarter headed S. by but did not alter 6 miles
from 6 A. M. to the end of this civil day
employed repaired sails &c. Carpenter at caulking the
quick-works, cooper at buckets &c. &c. as necessary
Lat 38-06 Long 94-55-15

Thursday 27th very light S. E. by air and calm lying rolling
February about in a very high swell from the S. E.
at 8 A. M. a light S. E. by breeze stood to the S. E. by the
wind, at 9 calm again, employed occasionally, emptied and
cleaned all the old cutting tubs placed them in the fore-castle &
packed all the salt beef and pork into them which until now
has laid in bulk upon the lower deck destitute of pickle
in consequence of which, a part of it begins to spoil
refined some of our yards &c. &c. after 3 P. M. I obtained
the Longitude by Lunar obs. and at midnight, Lat by the Moon
Lat 39-00 Long 95-00

towards Cape Horn? Nov^r 1812

Friday
Feb 27

28th calm until 4. P.M. then took a light breeze at N. by E. and set every light sail to the best advantage employed as necessary, carpenter at caulking the upper work people at finishing refitting the rigging &c. &c. nothing occurring worth notice, a high swell from the N.W. quarter. Lat. 39-03 Long 71-08

Saturday
Feb 28

29th fresh winds at West and smoky weather steering N.E. under all sail till abt 6. P.M. a sunny helmsman carried away the flying jibboom took in the pieces of boom, the sail, and all its rigging at dusk for the first time this passage the weather became drizzly and at 2 rainy, the sea rising from the N.W. found its way on board, and kept plenty of salt water continually on deck displaced the quarter boats from their cranes, turned them up on the quarters and secured them as well as possible, at 4 P.M. a sudden shift of wind from West to N.W. obliged us to take in all studding sail fore & aft &c. and reduce the sail to double reef topsails and two staysails under which we stood to the End to the end of this day the change of wind and wth so sudden and considerable certainly had a peculiar effect on every person on board after so long time in warm climate. Lat 41-10 Long 72-06

Sunday
March 1

1st in first part winds moderated in the Southern part & moved N.W. steering N.E. and made more sail, middle and to the part fresh N.W. & S.W. winds with a x ugly sea on took in sail occasionally, the wth indicating a Southern sent down Fore & 1st yard, mast, and rigging, also Main Royal yard, and rigging, found a very material alteration in the weather both with respect to the sea and air Lat 42-04 Long 70-37

Ship (Yrus. from the Coast of Peru)

Monday 2^d strong double-reef topsail breezes at 11 AM during
March 1st in a very high cross sea, winds increasing and
inclining more S by E. At 6 AM had reduced the ship
to close-reef fore and main topsails and three staysails
the increasing, as well as the wind, caused the ship to take
so much, and lurch so deep as to fill the lee (S.E.) boat
full of water and reduce her to a wreck; but additional
security on her and was obliged to let her remain for the
present, sent down Main-S.G.-yard, and Mast
latter part winds inclined N by E, carried sail as necessary
found the ship make some water, and pumped some out
Lat 43-50 Long 88-07-30 (hr 88-01-30)

Tuesday 3^d strong double reef gales at 11 AM and a very
February high, cross, ugly sea on, steered S.E. by S.
March at 5 AM in close reefs & Mizzen topsail and were
under close-reefed fore and main topsails, and fore S.G.
at 6, in a heavy sea, the lee gun boat lurched under
water again and stove so far to pieces that all the
boat stuff on board is not enough to repair her
so hauled in the wreck and broke it entirely up
continued running S.E. by S. with strong close-reef breezes
at 11 AM and a very ugly cross sea on that day
the deck full of water, and caused the Yrus to leak
one hundred and fifty strokes an hour with a very
good brass chambered pump, well worked with two men,
being more than she ever leaked before
at 2 PM the gale and sea increasing, bore too
under fore, - main, and mizzen-staysails, and close-reef
maintopsail on the cap, headed S.W. by W. and making
the best of bad way to the end of these 24 hours having
severe squalls of wind at about West, and sounding
nearer like thunder than wind Lat 46-02 Long 85-30

Towards Cape Horn. (P. M. West, Master)

Wednesday
February

Strong W. & S. gales and an uncommon high, rough, ugly sea kept us lying to under very little storm sail until 8 P.M. the winds and sea moderating some, we got off S. & E. under - fore reefed fore and main topsails, and three lower staysails the winds moderating, and sea on the contrary growing more quiet the Cyrus in very disagreeable motion, and took full of water above one half of the time, yet with additional basting and other security kept all casks of oil and fresh water lumber &c. from being washed away. At 4 P.M. the ugly sea began to fall, and we became rainy with wind at N.W. & S.W. but continued under moderate sail (no courses set) all the latter part steering S. & E. as the sea broke in board the ship, so to my satisfaction. The Sun appeared late in the day.

Lat 46-47 Long 77 { Chron. 85-16
Indifferent observation 85-21-15
89-07-33

Thursday
March

3rd The fresh W. & S. winds and less sea on than for 24 hours past, but yet so bad as to keep the decks nearly full. We steered S. & E. under fore and double reefed topsails and 1/2 S. & E. set the foresail, not having been full 12 hours. At 10 made more sail, the Sun and Moon both making their appearance together. I obtained a tolerable lunar observation, although the spray was flying so as to wet the quadrants on the rafterel, during this afternoon the sea became so smooth, and the air so fair, with a fine breeze at West that I put single reefed topsails, courses, Gill & Main. But before the end of this mild day we were reduced to double reefed topsails, foresail, & two staysails. Saw nothing more remarkable, than a continual rough sea and worse weather than is commonly met with off Cape Horn.

Lat 48-49 Long 77 { Chron. 84-28
Lunar 84-42
86-40-20

Friday
March

11)
The (1) was from the coast of Peru
6th begins with strong gales at WSW steering
SEW in a very high chop sea. at 2 PM
reduced to close reefed Main-top-sail and fore main,
and mizen staysails, at 3 very heavy gales at
SW, took in Main-top-sail, and at 8 took in
fore-topmast staysail and hove too under fore,
main, and mizen staysails, the gale increasing
furiously, at 9 sent down Mizen sail unbent
rib and rigged in the jibboom. The ship being
very much heeled in the sea, & reduced every kind
of boardman's work and tried to ease the ship
by taking in one or two of the fore-weather staysails
but on losing headway with only one more brace
in the sea but roused so deep with her whole stern
under water and strained the rudder so much
that I was obliged to keep all three staysails
although too much sail for the wind
at 4 PM the gale suddenly abated and left the ship
rolling tremendously with close reefed Main-top-sail &
to keep her steady, at 6 the wind increased to a
common close-reef-top-sail-gale in which, and the very
bad sea, the ship had every kind of motion, and not
a single dry place on board of her, not fore or aft
Lat 30-38 Long 82-58

111

Towards (ape Horn) Port West 1842

Saturday 7th March begins with very heavy Gale at N. N. W. and stormy weather and a very high sea on that top the ship about like a boat and causes her to labour severely in parts where she never did before and to make more water than ever since she floated lying here too under Fore, Main, and Mizzen staysails at 7 A.M. after mature deliberation and with the advice of both Master, Carpenter &c and seeing no prospect of better weather I deemed it indispensably necessary to take such measures as would serve the double purpose of easing the ship's upper works, where she complains most) as well as to guard against the various consequences of a monstrous sea, of which we are now surrounded) breaking in-ward and forcing our boats, spars, lumber, casks of oil, and fresh water guns - spare-anchor &c adrift about deck

To throw overboard part of our deck-load, viz one boat, - the remains of last stowed boat, together with some bad oars, poles and lumber on deck, four casks of sperm oil, one cask of cock's fat, the contents of five or six tierces of beef and pork, six guns with their carriages, one and one spare bowser anchor, then re-towed the spare spars in a kind of platform-manner on deck so that a sea could have but a small effect on them, took in the starboard g'd boat that was stowed on edge against the g'd and stowed her over the main deck, at 5 P.M. (having but just got things secure) made a little more sail which before the end of the day we were obliged to take in again and heave too as before having now heavy gales varying between S. by E. and S. by W. headed S.W. by W. to S.E. by E.

Lat 31-24 Long 82-37

Ship from the East & North

Sunday
March

8th begins with heavy gales at N. E. and a very high sea on from the N. W. headed N. W. under a close reef. Main topsail and Fore, Main & Mizzen staysails, at 4 P. M. in main topsail, the sea breaking on upon all parts of the ship, at 8 more ship and headed N. E. making better weather. At 2 P. M. saw a strange ship bearing N. W. 4 or 5 miles and went to make out a close reef fore topsail for half an hour and tried to reconnoitre him, but as he did not probably discover my ship, and the sea was too high to pass within hail, I stood too again and contented myself with knowing no more of him than that it was a Whaler ship steering away about N. N. W. when steering S. W. 15 N. from the sea in the making the best use of it, lying too, the gale abating after 5 P. M. so fast that at midnight it was calm and the wind so high as to cause the ship to labour very much on her beam ends. Lat. 51.32 Long 81.42, the wind too bad for observation.

Sunday
March

9th begins with curious N. E. being start calm and such a sea running as to break in on both sides and cause the ship to labour very much indeed at 6 P. M. a light wind at N. E. steered N. E. the sea falling but whole topsails & studding sail rig'd out full boom bent a set the gill and seem'd to go on tolerably well till 3 P. M. when the wind had got round to S. E. and reduced us to close reef. In searching found a considerable leak in the Merganser. There was a bad leak so nothing with it at present. At 8 heavy gales, oblig'd me to heave too heading N. E. under close reef. Main topsail, and three lower staysails.

Lat. 51.32 Long 81.42

Towards the Horn. Paul M. B. Mashed 312

Tuesday 30th begins with a heavy gale at 11 A.M. and a very high short sea on which caused the crew to labour hard indeed, at 1 P.M. the ship too under one storm staysail, had a very heavy sea to board us on the beam and quarters, but being well prepared for it, we did not receive any injury, — at 4 P.M. the gale began to moderate and at 6 so nearly calm as to leave the ship barely governable under reefed sails to keep her right up the monstrous high short swell, middle part light winds ranging about the 11 in quarters, & then in the forenoon S.E. and undertake to find the leak in the fore part, broke down the cabin sail-room, took down all the beam on lockers and cleared as far as necessary to discover the leak (found yesterday) to arise in the beam, or joining of the ends of the transom plank to the boards, and also in the joining of the middle case to the transoms amidst the latter we were likely to find the other was not to be, without wounding so much of the stern timber, as to endanger a worse leak so set it stand, with an intention of making use of the first possibility of stopping it outside. At some hands employed at repairing breaches in the rigging at 5 P.M. took the wind at 8 P.M. weather thick drizzly weather steered S.E. with whole topsails set against a high short swell from the S.W. rather fast thick drizzly w. and brisk wind at 11 P.M. steered S.E. at 8 under double reefed topsails, the sea from the S.W. continually without the deck's

Lat. 32.34 Long. 80.58 the w. so very thick and boisterous could not obtain the Longitude by lunar Observation at any time during the latter end of the present Moon

from the East of North

Wednesday 11th begins with strong double reefed topsail breezes
March at West and thick drizzly weather steering SSE
at 5 P.M. the wind began to increase and vary to the
S.W. we took in sail accordingly & after 7th steered SE
till noon when it blew a perfect hurricane at WSW
and raised such a sea, as would be scarce believed if stated
in which the Cygnus seemed no more than a boat in a
common strong wind. at 6^h 30^m P.M. having every inch
of canvas set except a Mainstay sail took a good
smooth time and rounded her too headed SSE and

the gale increased till 1 P.M. and continued to roar
like thunder till about 3, the ship lying down on one side
and trembling almost frightfully but did not ship the
edge of any more than one sea which went off the
single rail of the bulwark from the waist stations, and
struck both boats nearly to pieces cutting or breaking
both of ^{their} whole interiors from their bulges, secured the wreck
as well as possible and were so fortunate as to escape
another heavy sea although a great many tons of water
covered the decks every glass (or hour) at 4 P.M. more masted
set the forestay sail at 5 the main stay sail, the winds
having varied to SSW we lay considerable exposed, but
the wind and sea falling in 6 it suffered a close reefed
mainstay sail and foretopmast stay sail, at 7 a close reefed
forestay sail under which sail we stood on with
heavy gales at SSW to SW and equally with a
very wet, high, short, swell on from different directions
found it necessary to work the pump every 2 hours

Lat 35-56 Long 81 { Alt - 80-02
Bar - 77-31-30

Passing the Horn homeward. Paul West. Master

Thursday
March

12th begins with fresh winds at 11 and squalls with a very high irregular swell on which kept the decks full of water almost all the time. Steered E.S.E. under close reef fore and main topsails, and four staysails only. At 11 made more sail, at 10 had single reef a topsails set and got at 11 a. whiter squall did no other damages than split the 16 all to pieces, unbrut it and bent an entire new one after which steady single reef breezes, and tolerable, open weather to the end of this 24 hours steering E.S.E. till noon, and East. N.E., the wind becoming very cold

Lat 55.56 Long 77.35
{ Dec 77-35
{ Chron 76-26

Friday
March

13th begins with light winds varying round S.E., 11 and to N.W. with changeable weather. Steered East before a violent squall from S.E. and as the sun became upper marks the more above water, and labours less so the pump affords the less water, from 4 A.M. to fresh N.W. winds and drizzly rain, after 10, moderate Westerly breezes for Cape Horn and tolerable weather made sail

Lat 56.42

Long 73.30 and 74 and set the sail, saw nothing as usual

Saturday
March

14th begins with increasing W. winds which by 6 A.M. reduced us to close reef a topsails and foremast, steering E. at 9 more moderate, haul'd the ship in N.E. with higher exceeding Diego Hammer, but the wind becoming very thick and dark with winds anchoring. At 11 got off again and continued steering E. N.E. and made an East course in Lat 56.56. In the afternoon the sea became very smooth, and free from any N. swell. Lat 56.51. Put me myself about the Meridian of Cape Horn. Long 72.2. Later part heavy gales at N.W. under E.N.E. under close reef a main topsail and 3 staysails. — disagreeable

Ship's Journal from the Coast of Peru

Sunday
March

15th begins with heavy gales at 11 AM with a high sea on, and thick, rainy, cold, and very disagreeable weather according on that point of compass (E. N. E.) as well as the ship to make the best weather of it, under a Foremast staysail and close reefed maintop sail close down, the ship labouring severely made considerable water, and at this time in particular, experienced the bene- fit of a clear main deck, as the sea made a frequent road over it, so that many times the value of all that was thrown overboard on the 7th instant would be no inducement to have that incumbrance on deck at this time.

at 6 AM more moderate and steered N. N. E. not more sail, and at noon left wind than sea, made sail to suit the weather accordingly, winds varying through the day between S. S. W. and N. N. W. having past to the E. end of Cape Horn without seeing any land, or anything that is usually seen about it as hills, seals, &c. from 8 to 11 AM hoisted single reef, breezes at N. N. W. steering N. N. E. to the wind, at 11 took a whole squall from the W. which proved a kind of tornado and at 12 reduced us to three staysails, and drove the sea in a spindrift over us, and obliged me to heave too
Lat. 36-30 Long. 111-13 (1-13) (1-13) 61-56

Monday
March

16th begins heavy gales at 11 AM lying hove too, at 1 AM more moderate, made sail to (close reefed maintop sail and foresail & steered N. N. E. at 5 wind at S. S. W. made more sail the wind playing again at 9 a. no found calm, and the Cyrus wallowing in the sea till after the tornado rather past mid! N. N. E. winds, stood to the E. end moving seen nothing indicating the vicinity of land the weather tolerable clear at times but nothing seen
Lat. 55-52 Long. 111-13 (1-13) 59-51

Since 23rd Oct. the weather has been so severe that morning & evening that there has not been a single opportunity of getting the observation either by sun or stars or by any degree of

Being 18th from Homeward. P. 1812

uesday
March

17th begins with light winds varying from the N^W round the
N to the S^W quarter with thick weather according
steered NNE, at 3 AM had all studding sails set with
brisk winds at 1 to SE and very fair (horn weather,
which continued till 6 PM when it began to increase
at 9 heavy gale at SSE reduced us to close reef
fore, and maintop sails, and two lower staysails
under which we continued running on that point of compass
(SSE) that best answered keeping the ship steady.
the sea constantly breaking right over the stern &
quarters, as well as making a continual road over
every part of the deck, the Man at helm standing
frequently in two or three feet water, occasioned
principally by the sea running very short and irregular
Lat 55-35 Long 41-33 } 57-33
Chr 50-00

Wednesday
March

18th begins with very unpleasant gales at SSE
and rain cold weather driving away before the gale. Now
under close reef's fore and main topsails and two
lower staysails in a very short hollow sea that
caused the ship to labour so as to try the strength
of her in every part, at 2 AM it began to
moderate, and at 4 had every studding sail set
fore and aft above and below, with gentle breezes
at 10 a breeze NNE, at 10 calm, at moon light
NNE air and fair with every prospect of obtaining my
correct Longitude & Lunar observation in the course of 2
but before the moon was three degrees high, the weather
had become dark, thick, and drizzly, this being the nearest
to getting the Long Lunar, since the 6th instant.
saw but very little help, no seals, or kingbirds nor any
indication of land, experienced a northern current at 20 in 2

Lat 53-18 Long 41-33 } 54-44
Chr 51-32-00

Ship's Log, from Cape Horn

Thursday 19th begins moderate N.W. and W. winds steered
March N.E. and after 2 P.M. S.W.E. crossing the Lat. of the
Falkland Islands saw no other indication
of them, than a land-bird coming on board, and a few penguins
wandering about the Ship, middle and later part
fine moderate S.W. and W. winds and fair weather
(being something more) steered N.N.E. with every light
sail set that can be set without fore and mizen St. Marks
for the first time since the instant the clouds cleared
so far that I got a good lunar observation, by which
I found the Log very near to my expectation
Lat 52-17 Long 52-49
Chr 52-02-30
Lunar 53-16-45

Friday 20th moderate S.W. winds and open cloudy weather
March steered N.N.E. throughout the 24 hours with all
foul weather sail set, as five staysails, four studding
sails, &c and crossed the Lat. of the
Falkland Islands at about 250 miles E. of them
having seen but very little birds, but few birds or
fowls of any kind, not half a dozen penguins, and not
one seal, or right whale.
Lat 50-18 Long 49-25-45
Chr 50-05
Lunar 50-49-30

Saturday 21st first part winds round to North & N.N.E.
March a thick weather and by the wind, reduced sail
to double & close reefs, middle part more moderate
made sail occasionally at noon winds varied W. and
after 3 P.M. to S.W. and increased so as to reduce
our sail to a fore & main sail and fore sail
49-52 receiving on that point a compass N 50 E, that makes
the best use of it, the sea very bad and irregular, with
waves upon all parts of the ship, and for the main deck
the waves for a boy in the water, in

1812
towards S. Helena, for London. Wed April 22nd 1812

Sunday
March

22nd strong winds at S.W. and equally so with a very commuted kind of high seas on. Leaving N.E. at 10 AM then S.W. at 5 PM set foretopail at 8 as the wind moderated made sail occasionally and continued running before a strong S.W. wind throughout the 24 hours the sea continually rolling in on both sides, consequently the decks full, and the men all below retarding in water most of the time: yet the ship did not make any more water to the pump, than in the late gales off Cape Horn at this time again! I would not have the same weight and lumber on deck, that was thrown overboard 7 or 8 inches for many times its value

Lat 48-16 Long 44-09

Sunday
March

23rd winds moderating in the A.M. made sail till 7 A.M. had all studdingsails set, at 2 P.M. calm and sea so smooth that it did not find its way on board from nose to the end of this civil day - necessary employ - carpenter finishing ^{repairing} one of the eleven boats (stove by a sea, 11th instant) since which I have not had any boat that would swim, if even to save life cut up an old Mizzen-topail, shifted foreails &c.

Lat 46-17

Long 41-03

steered N.E. B.N. whilst wind at S.W. latter part light wind at S.W. headed S.E.

Tuesday
March

24th strong N.E. winds and thick drizzly wth stood to the N.E. by the wind under double & close reefed tops throughout these 24 hours, keeping a good look out for a land that may happen to be in this latitude, in the name of Pope's Island, or St. John's, but saw no indications more than in any other part of the rugged South Atlantic found an agreeable change in the climate but could not yet suffer a leadlight opened Lat 45-44 Long 43-37

Ship from Cape Horn

Wednesday 25th strong southerly N E winds and thick weather
 March standing to the N E and close on a wind
 middle part more moderate but very foggy
 made sail occasionally, saw plenty porpoises
 latter part winds more westerly, steered N E
 could not do any other duty than just sail the ship
 Lat 42° 45' - 21 Long 71° 37' - 22

Thursday 26th first part winds shifted to N E and
 March weather cleared, steered N E and set all
 possible sail. at noon found by OBS Lat that the
 ship must have been current to the N E at least
 30 miles in 28 hours, and has past near the situation
 of L'Isle Grand as laid down in most charts
 latter part continues strong N E winds and clear weather
 with the sea leaving after the ship, and carrying a prodigious
 swell, caused the crew to do her best, which in her
 present heavy state is waiting about ten knots
 at between 9 and 10 P M civil time. I obtained the
 correct Longitude by Lunar observation, and Latitude
 by the meridian altitude of star Regulus
 at 9-45-58 P M with star Arica East Moon 32-56-00
 at 9-58-56 d^r d^r Regulus W of d^r 32-33-00
 at 9-32-22 Moon Long of Moon 32-44-00
 d^r Long of the Prot. form 32-20-00
 d^r Long of the d^r 33-08-00
 Latitude of Regulus (same time) 42-29

OBS Lat at previous noon 43-23, Long 71-34-58

the Long 32-44 00, as obtained above by Lunar observation
 I consider as correct as the Long of any Land in these seas

swell of the sea on the 26th of March at 10 P M

Towards St Helena, for London, 1811

March

27th strong winds an... under as much sail as the ship can well carry, so heavily loaded being most of the time) single reef'd topsails and topgallants over them, the sea very irregular it frequently filled the decks, but having the wind on the side of the ship did not keep the water on deck long at a time, carpenter finished repairing our other stoven boat (of 11th instant) replaced her and the Main deck as before.

by observation, as well as by account, at noon, I find the ship to have made the greatest run during these 24 hours, of any day since on passage outwards, the distance exceeding 200 miles

Lat. 41-15 Long. 10 { Mercator 30-43-00
Chord 31-31-15
Sine 30-19-00

Saturday 28th March

strong winds varying N by E and to S W steered N by E with all shudding sails set, at noon winds moderate in the S W of the ship, at 7 P M calm heavy rain, in light sails at 10 moderate wind at North, close to the ship by the wind, carpenter employed at preparing booms & Tye Mast for their respective places

Lat. 37-08 Long. 10 { Account 27-40-00
Chronometer 26-31-45

Sunday 29th March

fresh N by W winds standing to the E N E by the wind at 6 A M the wind haul'd to N E W E increased with heavy rain till 10 which reduced us to short sail when the wind shifted in a squall to N N W where E N E at noon having no sail up we in that kept the decks full of water, the wind suddenly shifted to N N W but moderated to a whole sail breeze, but the very bad sea prevented our setting a shudding sail saw nothing remarkable more than the continuance of very rough weather

Lat. 38-48 Long. 23-34

Ship Cyrus from Cape Horn

Monday
March

30th begins with moderate N.W. winds flying away
to a calm, steering E.N.E. middle part calm
went aloft all three long-headed; significant masts
having sent the foul weather. The 1st of March soon gave
renewed the 2nd of Feb. for use, at 1 P.M. wind
shifted headed to the E.N.E. and by the wind
saw nothing but the rugged surface of the South Atlantic
Lat. 37.55 Long. 23.46.00

Tuesday
March

31st begins fresh N.W. winds inclining E. with
drizzle, wind flying landward on the best tack,
middle part wind veered N.W. and to N.W. without
steered E.N.E. winds moderate, made more sail
at 3 P.M. wind was reported (at the mast head) to be
plainly seen in the Eastern g^t, and on looking at
it was certainly as great a resemblance of land as
6 or 7 leagues as could possibly be formed; but after
some time its form altered so much as to satisfy us
that had been sure, in their assertions) of its being land
although about the latitude of the Tristan Islands
it would be necessary for me to distrust my reckoning
as well as to give up the idea of the vessel being
in the Atlantic as well as the Lunar observations
to think it possible for the ship to be so far East
to have one of them in sight
continued steering E.N.E. with brisk N.W. winds
and thickish weather after sunset

Lat. 37.40 Long. 22.35

Edwards & Helena for London Paul West, Master

Wednesday
April
13th 1812
Hannibal
Capt.

1st fresh winds at NNE steering ENE
with all feet in sail set making good time toward
the Helena; having an ugly sea on, both the decks full
of water, and prevented any duty being done; of note
saw nothing whatever
Lat 36-21 N Long 13-31

Thursday
April

2nd moderate S.W. winds and fair weather
steering ENE with all studding sails set
sentt aloft fore and aft, & 2nd of sails, also Mr. Kays
and set them, shifted jibbooms replacing the long
or double boom, in use, instead of the single
carenter at replacing, strengthening, and refitting
the head rails which have received a severe beating
of the sea in the later passage, sound the horn
and the spirit rail yard athwart, &c. as highly necessary.
latter part light air varying about the N.W. & S.W. winds
which prevented obtaining any longitude by Lunar observation
Lat 34-52 Long 13-31-15

Friday
April

3rd light airs varying between N.W. and West
steering ENE with all studding sails set on both
sides, fore, and aft, sentt up fore, and mizen royals
and set them, repaired sails &c. as necessary
found the ship to continue entering the distance 100
therefore cannot compute it wholly to the effect of a
favourable or N.E. current
latter part very light southerly airs and calm
being now in the track of the outward bound to
round the Cape of Good Hope; kept a careful lookout
in the Royal yards with an intention of seeing her
being seen by any vessel whatever
the sky continuing quite obscure prevented getting the
Longitude even by Chronometer
Lat 31-00 Long 14-23

Journal from Cape Horn

Saturday
April

2th - begins with calm and very light S.W. air
fanning along to the E.N.E. with every studding sail
staysails, Royals, jibs, and all other sails set that
is usually carried, making all possible speed with
hopes of reaching St. Helena in time to leave the
British army for England, employed as necessary
carried the butternut from the quarters, & caulked
the old stanchions and part of the deck work
repaired the Mainmast and relieved the new one from
the fore & main, Lat 33-17, Long 11-13-01
the wind very obscure, could not obtain the Long 11-13-01

Sunday
April

3th - three 24 hours (sea at) begins with light S.W. air
winds increasing so gradually that by the beginning of
the civil day (by which my Journal is kept) we had
as good a wind at the W.N.W. as I could wish.
There we E.N.E. under all sail, at 3 A.M. the
sky cleared for half an hour, an opportunity that I
quickly made use of by getting the Longitude (Lunar
observation, and at 8 A.M. the Longitude (Chrono-
metric) their respective results, both forward to noon, are as under-
noted. In the mean time, (between 4 & 8 A.M.) had a smart
squall, sprung the jibboom and destroyed the S. T. jib.
Took the wind at 4 P.M. and after a moderate and fair, set
all sail and continued E.N.E. till noon when judging
myself sufficiently to the E. to fetch St. Helena in the
prevailing winds between this, and that place, altered N.E.
having filled up part of my water-casks with rain water
was nothing worth notice in either element

Lat 31-38 Long 11-13-01 { Account 9-49
Chron 10-27-30
Lunar 10-51-15

Barometer 30.06 M. 27.

Towards St Helena for London

Monday 6th April
Moderate N.W. winds and fair open cloudy weather
steering N.E. with all sail set on both sides fore and
aft, reefed and below, having arrived to a more temperate
part of the globe found plenty of employment
replace our wintered boats, on the quarters coamings from
the main deck, carpenter caulked the stanchions and
began to rebuild the waist-bulwark that was stove in
at Cape Horn, cleared and opened the fore hatchway, took
up all salt provisions and lumber of every description
and examined our stock of water, and part of the
oil next to it, and cleared out not a little dirt.

At 2 P.M. obtained the Longitude by Lunar Obs.
with a Star West of the Moon, and at 3 P.M.
the Longitude with the Sun East of the Moon
also the Longitude by Chronometer, the Mean
of Lunar Observations brought forward to Noon
are as under, as also the Long^y Chron^y and ^y the
Lat 29-26 Longitude ^y { Account 8-13-00
Chronometer 9-00-00
Lunars Mean 9-00-00

Tuesday 7th April
Light E. Easterly winds and open cloudy weather
steering N.E. under all possible sail, at noon calm
at 6 P.M. took an air from the N.W. headed E.N.E.
latter part light N.W. wind and fair, steered N.E.
well employ'd through the day at shifting our storm
- staysails, and sending large new Mizzen staysail and
middle S^t, main to mast S^t. &c, altered a new Royal
repaired, and prepared the small sails for low weather
- quarter clothes all round the ship above the bulwark
saw nothing remarkable, but a high swell from N.W.

Lat 27-56 Long ^y { Account 7-28
Chron 8-30

Ship Cyrus, from Cape Horn

Wednesday
April

8th first part brist royal. breezes at West steers
V E B N. middle and latter part light Westerly
winds and fair, continuing under all sail
employed as necessary, Cleared the Main deck
hoisted out our anchors and stowed them in their place
restowed the guns &c on the Main deck to better order

This having been a fair day, I obtained the Longitude with * Help of V. also with Sun East of her. The two observations differing 31 miles: and agreeing very near with previous observations, I take their

I then bro^t forward the Moon for the correct Long
 of Account --- 6-45
 Lat 26-30 Long 50 } (L^on at 4-30 fast --- 7-46-45
 } Near of L^onars --- 8-07-30

hundreds
vol?

7th A light wind, varying round the West and N.W. &
and calm & breeze S.E. at sunrise discovered a
strange sail bearing N 35 W, at 7 made it out to be
a hermaphrodite, headed E. with but little wind,
with very light winds between N.W. and West, and a swell
from the S.W. continued my course N.E. through
the day, and left the brig in the S.W. & having passed
her at no long distance as not to have seen her from
our lower rigging, employed shipped all my false-guns
and made waist-clothes fore and aft as well as head-
clothes, beginning to alter the appearance of the ship from
what she really is, to that of an English Schooner. Her
bent the large navy-like spunkies & occasionally
having all of the proper cannon mounted some time ago

La L 25-10, Long } Account 6-12
 } (Dr) 6-47-00

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12
Towards St Helena for London, West West

Friday
April

10th first part light S.W. winds and fair steering S.E.
at 10 A.M. winds shifted S.W. and became variable in
the S.E. and E.S.E. 9th with drizzly weather steered
S.E. by N. employed all fitting and placing defensive
cotton all round the ship, all placing false guns, all
cleaning ships in every part outside as well as within
saw nothing whatever, but latter part, baffling weather
Lat 23-52 Long 5-37

Saturday
April

11th brisk trade-like winds varying about the S.E.
steering S.E. by N. with all side wind sail set
having some light flights of Scotch mist
middle and latter part light airs in the E. 9th
and calm baffling weather, headed S.W. by the wind
after noon the air became dry and gave me an opportunity
to begin to paint the outside of the ship
made accommodation ladders, some twice-laid rope, and
cleared the cabin of vegetable nets, and repaired the
defaced part of the ceiling occasioned by them &c. &c.
Lat 22-30 Long 5-27 Lat 6-11-15

Sunday
April

(Cape of Good Hope)
(Haverthorn)
(Three compasses)
18-10-11-12

12th brisk trade-like ^{wind} for the first 4 hours, afterwards light
S.E. winds and fair weather steering S.E. by N. with
all sail set fore and aft above as well as below
the air dry found it necessary to improve it by
painting outside of the bulwark, also the boats
Lat 20-55 Long 5-10 Lat 5-50-15

Monday
April

13th very light airs varying about the N.W. and
W. 9th and calm, steering S.E. by N. with all sail
set, the air fair, painted all Masts above and below
their tops and cross-tees, the bowsprit, 1st and 2nd masts
booms and finished painting the stern, waist, & boats
made guns &c, did not experience any current, and
the boats were unfit did not try for any current.

Lat 20-09 Long 5-00 Lat 4-47

Ship Cyrus, from Cape Horn

Tuesday
April

14th light winds in the N.W. and Western quarters and fair weather continuing to steer N.E. & S.E. with all sail set, middle north winds flag'd, and springing up in the S.E. quarter steered N.N.E. at 3 P.M. and at 4 obtained good sets of Lunar observations with the Sun West of the Moon which agreed to give the Longitude to 2-45; and at 8 P.M. obtained the Longitude with Star Regulus East of the Moon. The sightings gave the Longitude the same as obtained with the Sun.

Therefore did not hesitate to steer North direct for the Island of St. Helena; employed all finishing fastenings and endeavouring to assume as much appearance as possible hauled up the ends of the cables & hawsers and prepared them against bad anchorage &c. &c. as might be necessary.

Lat 18-47	Long 10	{	Account	4-23-00
			Chronometer	5-20-00
			Lunars	4-43-15

Wednesday
April

15th irregular winds and weather in the S.E. qtr with squalls of rain steering North, and after 4 A.M. brisk S.E. trades and fair continuing North of Compass at noon observed in Lat 16-50 and afternoon found the Longitude by two good sets of Lunar Observations (which differed but 3-30) their Mean Longitude was 5-27-30 so continued my course North and at 3-15 P.M. had the satisfaction to see St. Helena Island bearing N.W. & distant 12 leagues (my Lat being 16-31) hauled to the N.E. with fresh winds at S.E. and at 8 P.M. the centre of the I. bore N.N.W. 3 leagues shortened sail to lay off and on for daylight, having bent the cables, took in the boats, down Royal yards and got all prepared to run into the Roads.

Lat at noon as usual 16-50	Long 10	{	Ac	5-17
			Chron	5-52-15
			Lunars	5-21-30

Arrived at St Helena, for Convoy. 137 129

- Thursday 16th with moderate S.E. trades and fair weather. I laid
 off and on the S.E. coast of St Helena till daylight
 when sent a boat on shore, to fetch the ship and stood
 in for the sands but winds were so far Southwesterly soon
 we were under the lee of the Island, where in light breeze
 we stood on till 10 o'clock when I ordered the
 Roads, there came to anchor in 10 fathoms water
 bearing for valley fully seen, the S.E. point of the Is.
 bearing S 70 E and 11 miles and 1/2 S 20 E
 got permission for, and took on board some clean fresh water
 and some bread, which comes very acceptable.
- Friday 17th fair S.E. trades and showers of rain. I sent employ
 on board at refitting our rigging, setting up benches to take
 water, and preparing to leave this Island at the shortest
 notice. noted a vessel at the Secretaries Office.
- Saturday 18th strong trades and rainy weather. I sent rigging, black
 shavers, &c. as new large, nothing new to say.
- Sunday 19th brisk S.E. trades and new fair weather, came in
 the ship Indispensable Cap. B. 73 days from Port
 of New Zealand (Aug 1750) the S.Oil accounts very unfavourable
 from the Cape in that Coast.
- Monday 20th brisk breezes and fair but nothing new to say
 employed at sundry small jobs about the ship.
- Tuesday 21st brisk S.E. trades and remarkable fair weather
 since our arrival in the coast and after paying them
 well into the main head, put as much weight, casks, from
 on them as brought the opposite side of the ship as much
 above water as to enable us to secure part of the loose
 cotton, and burn off, and pay the hands handsomely
 saw nothing from the high lands of the Island
 took on board necessary supplies of water &c.

Ship Cyrus at St Helena

Wednesday
April

22nd brisk & E trades and very fair weather
but nothing seen from the hills of St Helena so as
employed painting the inside of the ship and
carpenter at caulking the outside as usual
having completed paying bends &c; both on board
nearly a full stock of fresh water

Thursday
April

23rd squally weather; employed painting inside
and finishing our complete stock of water
nothing seen from the hills of St Helena

Friday
April

24th very strong & S.W. winds and squally
with laying sometimes becalmed and then again very
heavy flaws with drizzle on ², finished painting
inside, Carpenter unwell, all at duty bent sails &c;
this day I extended a protest against tempestuous
weather; the cause of throwing the guns &c overboard

Saturday
April

25th continues strong & S.W. winds and squally
lying in hourly expectation of the Indians arrival
employed at caulking outside &c occasionally

Sunday
April

26th fresh & S.W. winds and fairer weather
being still waiting for conveyance unemployed and
most of crew on liberty ashore
waited for India the S.S. Tigre for Madaga

Monday
April

27th fresh winds and fair weather throughout
these 24 hours lying still at St Helena
for conveyance but nothing seen from the hills
employed at sundry small jobs about the ship

waiting for Convoy, - Paul West. - Master

Tuesday 28th - British S.E. trades and very fair weather, lying still
at St. Helena for Convoy, but no appearance of
anything about the Island - found but little to do
on board - the Carpenter not yet able to do duty

Wednesday 29th - moderate winds and fair, but nothing new to do
other than the sails of the ship for the 30th and 1st of May
and a schooner from Brazil, found my cargo leaky

Thursday 30th - moderate S.E. trades and fair, lying still
at St. Helena without any prospect of a Convoy
very soon, no sail having been seen since 20th inst.
employ'd at overhauling and repairing sails

Friday 1st May - moderate S.E. trades and fair, lying as usual
without any prospect of a Convoy very soon,
sailed the Brig New-Moon for Port of Bahia for
Bahia-de-todos-santos, or St. Salvador

Saturday 2nd May - moderate S.E. trades and fair, at 6 A.M.
(after eleven days silence) a gun of ladder hill
reported the sight of a strange sail, but got no
further knowledge of her during this day,
the (unhewn) brig weigh'd and sailed on a
cruise and left a good berth which I instantly
gave her to my own, so unmoved warped in, and
moored ship, with the best bower ahead, found the
ring of the anchor made, so kept it to the bow
and put a pudding on it at a-mew,
the harbor, or roads of St. Helena, almost clear of
ships, there being but two of us whalers and the
American brig in it

Ship Cyrus at St. Helena

- Sunday
May 3rd moderate S.E. trades and fair weather,
at 8 A.M. arrived, Ship *Wanderer* of London
(Capt. W. H. M. 80 days from the Galapagos Islands
with 2100 Bbl on board who gave accounts of the
ships on that part of the route
- Monday
May 4th moderate S.E. trades and fair weather, at 6 A.M.
the guns of latter ship announced the sight of several
strange sails, at 11 they arrived proving to be
the *H.M.S. Redmontaise*, and *Comedore* 44 having under
convoy the *H.M.S. Hugh Inglis*, and *Reston* from
Point d'Espoir, accordingly a notice for instructions
of the Commander of the Fleet (*H.M.S. Redmontaise*)
latter part having a disturbance on board was under
the necessity of putting Francis Pusey on board of
the *Comedore* for the present
- Tuesday
May 5th brisk S.E. trades and fair weather, lying still
in the roads of St. Helena, employ'd at taking on
board necessaries for the passage, and at fishing
the gibboom in the cabin, at 1 P.M. a gun overboard
announced the appearance of a strange sail, which
not arrive during this day.
- Wednesday
May 6th brisk S.E. trades and fair weather,
lying still at St. Helena, waiting for the Convoy to return
saw no more of the vessel that appeared yesterday, she
having passed the Island
as we had reason to expect to find one of my crew & was
in his senses on board the *Comedore*, I applied for him
but was not allowed to take him back again at present,
on the contrary, they sent their boat and took away his

187
13

Waiting for Convoy, Port Louis, Master

Thursday 7th strong S.E. trades and fair weather throughout this day, lying still at St. Helena waiting for the Convoy to prepare for sea, but on board we took up anchors and made every preparation for sailing, got Instructions applied again to the Governor for a Pass but to no purpose.

Friday 8th breeze S.E. trades and fair weather, lying still waiting for the Convoy to sail, so prepared accordingly, tried again but without being able to get a Pass returned.

Saturday 9th moderate S.W. by E. trades and fair weather, lying motionless for the Convoy to prepare for sailing, no appearance of any strange sail approaching the Island, all hands on liberty ashore.

Sunday 10th light variable winds and fair at 6 A.M. Sadler Hill announced the appearance of two strange sails, but light airs and calm prevented gaining any further knowledge of them, than knowing them to be two brigs approaching the Island.

Monday 11th moderate S.E. trades and fair weather, at 8 A.M. our Commodore of the *Memontaise* hoisted his foretopmast fired a Gun, and completely made signal for sailing, which was repeated by H.M.S. *Tromedary* accordingly made every preparation for sailing in few hours, when at 11 (to my utmost displeasure) Sadler Hill announced the appearance of a Fleet approaching the Island, at noon arrived the two brigs proving to be of Boston, and last from Cap. G. H. and 7 P.M. arrived F.M.S. *Albatross* and eight sail of large Ships from Madras.

2nd ship. Burns, at St Helena

Tuesday 12th brisk S E trades and fair weather lying
May still at St Helena waiting for the fleet to
get water and prepare for sailing
at 7 A.M. to my further disappointment
Ladder Hill announced the appearance of another
fleet of large ships which by 3 P.M. were
all arrived and at anchor in the roads
proving to be the H. S. Phoenix and 10 sail
of Indiamen from Bengal bound to London
at 8 A.M. Rec^d orders to attend and assist
the large Longboats of water to get to their
respective ships - attended & accordingly

Wednesday 13 strong S E trades and fair weather lying
May quite still at St Helena waiting for the
Convoy to get their water on board, the w^{ch}
being squally two of the Indiamen drove off of
the bark and after 8 or 10 hours beating they
came to an anchor again

Thursday 14 strong S E trades and fair weather; but no more
May prospect of going from these roads than usual
the animators still keeping my boat, having returned
Francis Pease, and in new impressed Wm Logan
I applied for the release of Logan, but Capt Edgill
would not release him

Friday 15 strong S E trades and fair weather, lying
May still at St Helena waiting for the fleet to
get water from every part of the is^{lands} whence
can be obtained Arrived one fine large ship from
China, Rec^d additional instructions of the Wm Logan
and Edgill about to take most of the fleet under

13

Waiting for Convoy, Port of St. Helena

Saturday 16th strong S.E. Trades and fair N.E. lying still at
May 16th St. Helena, without anything more new, than at
8 A.M. the Commodore made signal for sailing
accordingly settled all belts &c on shore and
held myself in momentary readiness to unmoor and
get under way but no orders to that purpose
found the last ship in, to be the H.M.S. Malvern
(Castle) (1200 tons) from China for England she had
parted with four other ships in Straits of Lunda

Sunday 17th after lying here a tiresome length of time
May 17th our Commodore at 7 A.M. made signal (which
was repeated by all the Men of War) for the fleet
to unmoor, is obeyed accordingly, at 1 P.M.
by signal I weighed (although weather most) and
spread the first topsail of the Fleet for En-
run out, hove too, and lay till sunset, before the
Fleet had all got under way then hove up
and steered N.W. under Convoy of H.M.S. the
Gedmontaise, the Atlas, and the Commodore,
having ten sail of the F.E.S. the Bengal or
Madras ships, in the fleet, and three of
us South-Seamen making a fleet of 16 sail
at 6 A.M. with a fine S.E. Trade wind
gladly lost sight of the Is. of St. Helena
making the best of our way N.W. W.
having all cables unbent and stowed away, and the
anchors and boat &c all properly stowed and secured
in their respective places.

Ship Cyrus from St. Helena

Monday 18th brisk S E trades and fair weather carried us pleasantly on to the N N W all these 24 hours at 8 A M a strange sail appeared right astern of us, at 6 P M she joined the fleet and proved to be the W E (Ship, Milner-Castle, found the Cyrus to sail tolerably well in her log-loaded state, outailing the other Whale-ships considerably. By signal our Commodore formed the order of sailing as soon as day light, accordingly I took my station, headmost ship of the Starboard line

Lat 15-17 Long 17-16-16

Tuesday 19th moderate S E trades and fair weather steering N N W all these 24 hours under easy sail the fleet detained by the dull sailing ships, the W (S. Northumberland, and the Indispensible S. Seamus saw nothing new, and but very little duty to do except keeping my cargo in a wet state.

Lat 12-58 Long 18-18-36

Wednesday 20th light S E trades and fair weather making our course W by N 30 W this fleet mostly under easy sail, the Northumberland and the Indispensible with all their sail set, and alternately passing past each other saw nothing new, the trade winds continuing very light indeed, made but very dull progress

Lat 11-46 Long 19-10-45

Correct Variation

16-40 11-47

For London

Paul M. Master

Thursday
May

21st very light S E trades and fair weather
continuing our course $\text{Compass } N 30 W$ through the
day without anything occurring of note. At 2 P.M.
by signal the Palmer Castle made all sail to take
the Indispensible in tow. The winds very light, she
did not get in tow until 5 P.M. The ~~W~~ W castle
all of her sails being more than I ever saw set upon
any ship at a time, being all Royal St. St. Stays
and Jibs of every description, spritsails of 1st, ringtailed
Geff topsails, sky-scrapers, Moon rakers &c. &c. &c.
spreading such a cloud of sail, that soon brought
the Indispensible abeam of the Commodore
the Atlantic with all sail set could but barely
keep up with the fleet, while the Cyrus kept
her station without most of my light sails.
Lat 10-32 Long 10-32

Friday
Thursday
May

22 continues very light S E winds and fair
continuing our course $\text{Compass } N 30 W$ through
the 22 hours without any remarkable occurrence.
Lat 9-25 Long 11-15

Saturday
May

23 moderate and light S E breezes & fair
weather continuing our course $\text{Compass } N 30 W$
at 5-30 A.M. (or at daylight) saw the Island
of Ascension bearing $\text{Compass } N 13 W$ distant
about fifteen leagues, ^{between} and 8 A.M. when on
the meridian of Ascension, I found my Chronometer
to give the same Long (14-21) as the St. is said to
be. I continued steady on our course without alteration, and
passed by the St. side of the St. at 7 or 8 leagues distant.

Ship Cyrus from St Helena

Sunday
May

24th moderate S E trades and fair weather steering as usual N 30 W until 6 A.M. when by signal to alter the course to Port one point I altered accordingly and steered N W all the remaining part of the 24 hours. saw nothing but our fleet of three men of war, eleven Indiamen, and three of us S. Seamen, in all seventeen sail. it may not be amiss to remark, that on this short passage from St Helena to Ascension, I found the ship set by a current to the Westward of my reckoning no less than fifty-two miles.

Lat 7-13 Long 11-10-00

Monday
May

25th moderate S E trades and a very great contrast in the weather between Cape Horn and the present, as it is now so warm and faint, that all awnings and light clothing by day and open windows, hatches, &c, by night, are not sufficiently cool, to make it temperate. latter part light winds and heavier clouds than usual in this part of the world. steering N W

Lat 6-10 Long 11-17-43

Tuesday
May

26th light S E winds and fair but hot weather continuing steering N W keeping my station in the fleet under less sail than most of the ships the m^o becoming clearer but the S E trade winds proving lighter and w^o (I think) warmer than ever. I was to have on any former voyage between St Helena and this place Lat 5-27 kept my cargo continually wet

Lat 5-27 Long 11-19-03

To London, — Paul & Massey 1812

Wednesday
May

27th continues very light trades prevailing more Ely. making our course $\frac{1}{2}$ compass N W until Noon then by signal altered the course one point to starboard and continued N W B N all the latter part nothing occurring of note, only the Polar Frigate took the Indispensible in tow.

Lat 2.36 Long $\frac{1}{2}$ { Ac 20-24
Chrⁿ 21-02

Thursday
May

28th light E S E trades and fair, but very hot and steering N W B N. the progress of our Fleet very much retarded by the Indispensible I kept my station on the starboard quarter of the Piedmontaise at about $\frac{3}{4}$ of mile distance.

employed at keeping the Guns in good order, and making a new forestay sail &c — &c — &c

Lat 3-30 Long $\frac{1}{2}$ { Chrⁿ 22-27-30
Ac 21-35-00

at noon (by signal) altered the course one point to starboard and accordingly steered N S W

Friday
May

29th light trades varying between East and S E steering N S W till 6 P.M. when by signal to alter the course one point to starboard we accordingly steered N B W until near Noon.

then a preparative signal was made, which at Noon ordered the Fleet to haul one point to starboard, altered the course accordingly, and continued steering North all the latter part finding no alteration in the trade wind either in point of direction, or strength.

Lat 2-13 Long $\frac{1}{2}$ { Ac 22-27
Chrⁿ 23-41-00

Continuation 12-15 1812

1 Ship from 2nd Helena

Saturday 30th moderate S. E. by trades and fair wth
 steering North with all the fleet in proper
 order of sailing. At 2 P. M. crossed the Equator
 when by signal most of the
 Fleet express'd their longitude
 by Chronometer as follows,
 which produces a Mean
 that is the same as
 given by my Chronometer
 and agreeing very well
 with the long Lunar Obs.

Riedmontaise	24-13
Dromedary	24-18
Hugh Inglis	24-12
Boring	23-56
Vreston	24-20
Devonshire	24-15
Phoenix	24-12
Europe	24-32
D. McVillie	24-10
Mean Longitude	24-14

found the winds inclining more E. by than usual
 which proves well for us to Seamen, as none
 of us has occasion to carry all sail.
 Lat. at noon as usual 00-07 S., Long { Chrⁿ 24-14

Sunday 31st moderate winds between E. S. E. and E. by S
 with fair weather through these 24 hours
 steered North till 2 P. M. when by signal to
 alter the course one point to starboard we all
 steered N. B. E. the Indianmen signalling with
 the Commodore. he made signal to the fleet at 7
 A. M. for us to continue sailing & although ships
 do War act otherwise, and then he communicated
 with some of them, leaving me the honour of
 leading the fleet most of the day. and as the
 wind became on our beam the (yours) of the benefit
 of it so much as to need less sail than any ship
 whatever in this fleet

Monday
June

1st light winds at East and more hazy than in the A.C. trades, steered N.W.E. till 6 P.M. then (by signal) steered North, at 6 P.M. (by signal) steered N.W.E. again, having light winds varying about the E. by N. master and dry fair weather, those heavy-sailing-Indians, moving along but were slowly indeed, the Grouse and Pelantini with but little sail set having no use for Royals, staysail, and inner sails, or Jib-gallant sails,

Lat 2-46 N. Long 24-37 W. { Lat 25-09-30

Tuesday
June

2nd continues light winds varying about the E. by N. master between E.N.E. and E.S.E. with dry fair weather steering N.W.E. after 2 P.M. the winds move unsettled with some showers of rain making as much to the N.W. as the dull sailing ships would admit of

Lat 5-02 N. Long 24-55 W.

Wednesday
June

3rd light winds baffling about the Eastern of between N.E. and S.W. with light showers and wet in steering to the N.W. and by signal altering our course between North and N.W.W. very often, Lat 5-10 N. Long 25-23 W. { Lat 26-01-30

Thursday
June

4th light Easterly and southerly winds and rainy weather, cleared the 9th deck in the rain and then catch'd as much water as filled every empty cask on board, which was only 10 Bbls, having retracted much of our glass into the same casks that as it came out on the coast of Peru,

the fleet making but very dull progress indeed

Lat 6-20 N. Long 25-23 W. { Account 25-23

Ship Cyrus from St Helena

Friday 3rd June
 very light winds as variable in point of strength as direction but generally in the Eastern and Southern quarters with not disagreeable weather steering North as often as possible, some of the heavy Ships of the Fleet keeping astern by turns which makes our progress but very slow
 Lat 7-00 Long 18-10 } Alt 26-01
 Lat 7-00 Long 18-10 } Lat 26-16-45

Saturday 6th June
 a very irregular winds and weather all the fore part of this day (evil at), and during night the Fleet by getting on different tacks got very much squandered about so that they did not get in proper sailing order till 2 P.M. at which time a light wind at N.E. with every appearance of the trade, carried the Fleet slowly along to the N.W. by the wind at noon by observation found myself advanced to the S.W. at least 28 miles since yesterday noon
 Lat 7-07 Long 18-10 } Alt 26-09
 Lat 7-07 Long 18-10 } Lat 26-16-45

Sunday 7th June
 the brisk winds in the N.E. quarter & equally standing to the S.W. by the wind, the Fleet getting forward in a thrice manner did not experience much current of any kind although during the preceding 24 hours I had found the Ships set considerably to the southward latter part the weather became more settled and fair with a regular trade like wind in the N.E. quarter which enabled our Lead Ships to spread and carry much more sail
 Lat 8-04 Long 27-07

For London

Paul West

Master

Monday 8th
June

brisk N E trades with some light squalls, and
hazy trade-like weather standing to the N N W
and N W keeping not so near the wind but what
the heavy sailing ships carries all studding sails
Rogals, at 1 P M the Commodore made signal
for all ships having
Chronometers to shew their
Longitude,

according to each ship's deck said
their Longitude & numeral Europe
signals in the following
manner

Dromedary	28-46
Baring	28-24
Phoenix	28-44
Tough & Inglis	28-28
Europe	28-50
Streatham	29-04
Northumberland	28-40
Wm Pitt	28-50
Lord Melville	28-43
Devonshire	28-27
Malmer Castle	29-01
Piedmontaise	28-31

In these twelve ships
the Mean Longitude found is ——— 28-42-2
at the same time my Chron gives Long. 28-51-1
Lat at noon as usual 9-30 Long 28-20-1

Tuesday 9th
June

brisk N E trades and hazy trade-like weather
standing to the N N W with the wind so free
as to enable the sheets to carry studding sails
and rogals, saw nothing whatever, not even a
fish, or bit of weed of any kind, not having as yet
raised sight of any gulphweed, so plenty in this
North Atlantic Ocean

By signal, all the that continues to keep a
light in their stern lanterns, during night as they
have done for several nights past

Lat 11-11 Long 29-27-00
Chr 30-16-30

Ship Cyrus from St Helena

Wednesday 10th June
 Strong N E trades and hazy trade like weather steering to the N N W with the wind so free as to enable the Fleet to carry studding sails and royals, heading up about N N W but nothing seen or occurring of note.
 Lat 12-52 Long 10-15-30-40
 { Lat 31-15-00

Thursday 11th June
 with strong N E by trades, we stood to the N N W, some of the Fleet carrying a heavy prop of sail whilst I kept my station on the Commodore weather beam, with single reefed topsails, courses & two staysails set, at 7 A.M. the F.C.S. 11th rounded too, all standing, bore'd a boat as if a Man overboard and after a long pull astern the boat returned, and the Fleet proceeded on afterwards a telegraphic signalling took place between the Monmouth and St. Helena (our Commodore) which did not end before 10 A.M. by which I judge the Monmouth must have lost some Person or Persons overboard.
 Lat 14-42 Long 10-31-36
 { Lat 33-33-00

Friday 12th June
 strong N E by trades and hazy trade like weather standing to the S N W with a full sail at 6 P.M. the F.C.S. 11th sent out a signal in the N E by which appeared to be a brig steering N W or N N W, did not gain any further knowledge of her with continued standing to the S N W, some of the Fleet carrying a heavy prop of sail, having strong trades in sets under single reefed topsails.
 Lat 15-00 Long 10-33-00
 { Lat 33-00

Affirmative was informed that the F.C.S. 11th sent out a Man overboard and did not find him.

For London. Paul M. H. Master 1812

Saturday 13th June
 strong N.E. trades and very large trade like wind
 standing to the N.N.W. a point free from the wind
 the heavy sailing ships at the Fleet carrying a very
 heavy press of sail, it being 4th of the single reef
 several of them straining their old sails so much
 that they were obliged to shift them
 at 5 P.M. the Commodore made signal for the
 Fleet to steer N.B.E. if the wind should come fair
 Lat 18-21 Long 34-14
 { Alt 35-19

Sunday 14th June
 continues very strong trades at about E.S.E.
 standing to the N.N.W. and North, under single reef
 whilst most of the Fleet are carrying a press of
 sail to keep their stations;
 latter part winds a little more moderate and fair
 headed up North, and carried more sail
 at 5 P.M. (by signal) the Fleet to steer N.N.E.
 if the wind comes fair
 Lat 20-18 Long 35-20
 { Alt 35-39-00

Monday 15th June
 brisk winds inclining Easterly, with some
 light squalls of wind and rain, steering about
 N.B.E. and North as the wind varied through
 the day; without seeing anything but the Fleet
 employ'd very busily at overhauling and mending
 stitching the new Foresail and Mainsail
 at about 8 P.M. with Star Spica East of the
 Noon I obtained a good Lunar observation, by
 which I found the Longitude 36-57
 Lat 22-06 Long 36-06
 { Alt 36-39

Correct Variation 8-30 W 1812

Ship Cyrus from St Helena

Tuesday 16th
June

continues brisk E. N. E. and Easterly trades and equally weather standing to the N. W. with full sail the heavy-sailing ships carrying Royals at some times and at other times under short sail at 1 P. M. the weather being fair and wind steady our Commodore made signal for the Fleet to show their Longitude by Chronometers and accordingly most of them displayed as follows —

Drumondy	37-45	—	—
Baring	37-11	—	—
Phoenix	37-30	—	—
Streattham	38-04	—	—
High-Ingles	37-17	—	—
Northumberland	37-43	—	—
Wm Pitt	37-41	—	37-54
Pd Melville	37-40	—	37-40
Devonshire	38-00	—	—
Malmer Castle	37-30	—	—
Friedmanthais	37-24	—	37-43
Cyrus	—	37-29	— 37-39
Mean Longitude	—	37-36	— 37-45

then he required signal the Longitude by Lunar but no more than four ships had the Longitude by that method.

Lat 24-11; my Long $\left\{ \begin{array}{l} 36-51 \\ 37-29 \\ 37-39 \end{array} \right.$

Wednesday 17th
June

continues brisk Easterly winds and fair weather throughout these 24 hours steering S. W. E. or thereabouts, under as much sail as heretofore with the Fleet, without seeing anything but plenty of gulph-weed and a few flying fish, having no see the low Latitudes from St Helena, so far without catching a single fish of any kind found my ships bottom getting very rough, the copper breaking and rolling away in all parts which obliges me to carry rather more sail than I ever did in a Fleet before

Lat 26-26 Long $\left\{ \begin{array}{l} 36-51 \end{array} \right.$

For London

Paul Nash.

Master 1812

To
Thursday
June

18th continues brisk Easterly winds and weather fair as usual, steering about S A E most of the time. The Fleet in proper order of sailing. The heavy ships with all light sails set as staysails, Studding sails, Royals &c, latter part light winds and ^{so} fair that 4 H Ships, Redoubtable, Akbar, and Commodore, all assembled in communication, (supposed for the good of the Fleet) Employ'd at, and finished middle-stitching every sail on board that required it, with the Cargo as usual, my custom being two days of three, or wet two days and then omit one day, then wet two days again, &c saw nothing whatever new (A 5 36-37)

Lat 28-40

Lang 42

{ *Ag* - 36-37
 { *Ch* - 37-50

Friday
June 7

13th Light & Easterly winds and fair weather
but very rough upon the surface for this part of
the Ocean steering ^{by} signal N.E. and S.W. &
the Fleet very much squandered our ordnance
lost much gain to bring the ^{main} ^{ships} to
order of sailing, and ordered the Indivisible to come
within hail by which means I understood that the
crew of the ^{St. M. S.} Akbar were in a very sickly
state arising from the sickly troops returning
from the East Indies.

Latter part light winds inclining southerly and
 No. 11 by some unknown cause one of our fleet
 the Europa, was at daylight hull down astern
 and as the wind remained light she did not
 gain her station for the day.

tail 27.58

Long

{	1st	36-12-00
	2nd	37-24-30

Ship Cyrus from S. Helena

Saturday
June

20th - moderate breezes at NW and a very irregular swell on, which gave the Ship a new motion and interfered upon our sailing so much that I was obliged to set nearly all sail to keep my station, but at and after noon the swell gaining more regularity the Cyrus started afresh, and kept my station under easy sail. H. M. S. Uxbridge and several of the Fleet took this opportunity for communication supposed for the benefit of the Uxbridge's sick. latter part winds inclined Westerly, continued steering N E through the 24 hours

Lat 31-21 Long 10 { A. 35-26
Chr. 36-35

Sunday
June

21st brisk winds at NW and a very irregular swell on steering N E, all of the fleet keeping pretty well up, except the S. - Samar and Indisensible, which at 5 A. M. by signal

H. M. S. Uxbridge took in tow, and by 2 P. M. brought her up with the fleet, at 3 P. M. our Commodore (by signal) required the Longitude by Chronometer which was soon answered by those Ships as follows, noting each as soon as made.

and agreeing tolerable well, the mean of all as given, latter part raining & squally with winds inclining Westerly

Cyrus	35-17
Dromedary	35-32
Baring	35-27
W. P. M.	35-44
Europe	35-37
Hugh Inglis	34-59
Phoenix	35-24
Streatham	35-41
Northumberland	35-40
Walmer Castle	35-06
Devonshire	35-30
Piedmontaise	35-16
Uxbridge	35-26

Lat 33-53 Long 10-31

London

1811

149

Monday 22^d June moderate Westerly winds and hazy weather steering N 35 E
middle and lower part of the vessel and some of the lower
plunging along against a high N E swell, without
seeing anything except a large stump of a tree
down board and examined it, but no fish near it
this Atlantic saw and past two large pieces of drift wood
both did not examine them
by the Chronometer I found myself advanced to the E
30 miles during these 24 hours, and as at Noon our
commodore altered the course two points to Port
I judge him to have found the same current,
so continued steering N N E the remaining part of
the day. H. M. S. Hobad communicated with the others of
H. M. Ships, suppose for the benefit of the sick
Lat 35-32 Long 32-40
{ Chron 33-38-30

Tuesday 23^d June moderate Westerly winds and changeable weather
some times very fair and at other times raining
steering N N E with all our fleet in regular order
of sailing, till evening, when the winds played away
and irregular flaws squandered the ships a considerable
distance apart, the horizon generally clear, but no
strange sail seen
Lat 37-26 Long 32-27
{ Chron 33-20-45

Wednesday 24th June (calm, until at 8 A. M. a breeze springing up
at N E when by signal the fleet stood and stood
to the N N W. at 6 P. M. brisk winds at N E and
open cloudy weather, about ship with the fleet and stood
to the E S E during the latter part
the catfish on this ship's bottom having become more ragged
found her to require much more sail to keep on station
than usual, having to carry as much sail as some of the
Indiamen, saw nothing new which is very singular here
Lat 37-26 Long 32-24
{ Chron 33-20-45

Ship News from the Helena

Thursday
June

25th fresh winds at N E and some light squalls with open cloudy weather, flying direct toward us in packs of equal length of time, but, gaining but little at 8 A.M. I first discovered the first stranger in the M.S. Akbar, made signal accordingly to the Commodore, who immediately (by signal) ordered the Akbar to examine the stranger, which proved to be an American whaler ship outward bound, name & unknown at 10 another stranger sail N E of us for which our Com^{dr} gave chase; it proved an Am^{er} ship from the East bound to the West, at 11 three other strangers appeared in the East all standing to the East. At 12 the Akbar spoke two of them and the other passed clear of our fleet, they all appeared to be Americans at 3, and at 6 P.M. our Commodore held long rolls of telegraphic communication with the Fleet, which I conceive to be intelligence gained to day, and from which all rebels not in the Company's service are entirely excluded.

P.L. 38-06 Long C { Alt --- 32-24
Lat --- 33-19-45

Friday
June

26th moderate N Easterly winds and dry cool weather flying toward us on the most advantageous tack saw three strange sail in the course of the day, two of them past without notice, the other an American brig being brought too by the M.S. Akbar, close under my eye at a mile distance, I loosed a boat went along side and found her to be from Gibraltar all well and bound to Philadelphia, but as the Officer of the Akbar and the Captⁿ of the brig was engaged below, I did not tarry five minutes, nor gain much intelligence, but as I had not gained the Commodore's permission to

The Akbar & the other ships, however, to be the same as those from the West bound to the East.

For London

Paul West

Master 1812

June 26th

(continued)

the gangway, and with his advice, I returned directly on board. Then (Signal) I came within hail of our Commodore, who appeared highly offended at my going to the brig without his permission and told me that as the brig came from Gibraltar, he would lay me under all quarantine restrictions whatever.

I therefore think proper here to correctly state the whole of my communication with the brig, which is this.

On my rowing down to the brig I saw the Frigate's boat to leeward of her, I therefore went along side to windward, and as the sea was rough, and the Capt. engaged below, I did not much like to get out of my boat at all. I however got up the Main chains, and of course enquired the state of health of all on board in answer to which, I not only obtained the most satisfactory reply, but saw a fine stout able set of rugged sailors, all active and in good health, and while asking the Mate a few questions, the Officer of the Frigate came up in the gangway and told me, that as I had not obtained permission to communicate

I had better return immediately on board, so I instantly got into my boat and left the brig without either of my boat's crew having raised from their seats, or had so much communication with the crew of that vessel as even to speak to them.

neither was there the least thing of any kind whatever passed out of, or into, my boat by any of them, nor did I touch the hand of any person, or touch any, or even see any of their papers, nor finally did I touch anything on, or off, that vessel except her windward main chains, and while on her side a space of time not exceeding three minutes I did not pretend to go on the quarter deck, nor was I under the lee of any person, or thing, on board of her, nor did I see any hatchway or other place open on board of her except the cabin gangway and that.

I did not attempt to ascend or look into the American built vessel, (if to appearance) about 140 tons, no lookout, many few gunnells, and so low and open all round, that there was nothing to prevent the sea (as well as the wind) from circulating freely through every part above deck.

MS. A. 9. 2. 27 Long MS. A. 9. 2. 14 MS. A. 9. 2. 15

Ship Cyrus from the Helena

Saturday 27th June light irregular winds in the Eⁿⁿ and SE
 quarter and fair with standing to the NNE
 by the wind without seeing anything but the fleet
 during this day, at 7 A.M. by signal I came
 within hail of the Commodore, who charged me
 further with Inavantages restrictions, and forbade
 me having communication with any ship in the
 fleet, then he called both the Atlantic, and
 Indispensible, and (I suppose) gave them the
 same charge; as we avoided each other as if we
 were all loaded with the most pestilential distempers,
 the whole arising from some other source, than
 either my inattention to signals, or disobedience of orders
 or from the state of health on board yesterdays Brig,
 as I have ever been attentive to signals, obedient
 to orders, and as for the state of health on board
 that vessel (the Ann brig) there never was a better
 account, and appearance, of good health on board
 of an English Officer or any other vessel
 Lat. 39-38 Long. 32-34
 { Chr. 33-17-30

Sunday 28th June very irregular winds both in point of strength
 and direction, but generally mod^t in the SE, &
 steering (by signal) as near ENE as possible
 at noon, signal made to steer East if fair wind,
 the fleet continuing in regular sailing order
 saw nothing new. By observation found ourselves
 past the latitudes of all the Western and other
 Islands lying on the Eastern coast of this North
 Atlantic Ocean weather fair and all sail
 set on the heavy sailing ships { Alt 31-40
 { Chr 32-39-30

Ship's Log, from St. Helena

Wednesday 1st brisk Westerly winds and thick drizzly weather
 July 1st steering E by N at 7 A.M. signal called me within hail of our Commodore, who ordered me to go out and call in the Indispensable which order I executed in a few minutes the fleet waiting in very close order all day, and at 6 P.M. signal made for each ship to carry a light the ensuing night, accordingly illuminated all round
 Lat 43-20 Long 8 { Alt 25-04
 { Chron 00-00

Thursday 2nd brisk Westerly and N Westerly winds and thick
 July 2nd Channel like weather, steering E by N under as much sail as the heavy weather of our fleet can carry and keeping all in proper order of sailing at 1 P.M. fresh winds and clearer weather, wind inclining Southward, most of the fleet went down all royal yards and masts, the Malabar (after making a signal) went ahead to set up signal saw nothing new whatever, repaired the 1st of the
 Lat 44-03 Long 8 { Alt 21-19
 { Chron 21-51-13

Friday 3rd first rather brisk Northerly winds flagging away
 July 3rd and steering E by N at 4 P.M. the Commodore went ahead the rest up rigging, a signal made to stop but if wind comes fair, but the wind continued light in the S.W. & to the line at three 24 hours the fleet waiting by this time, (upon point of fire) saw nothing whatever but our own fleet the surface of the sea very very indistinct
 Lat 44-34 Long 8 { Alt 17-53
 { Chron 18-23-45

For England, - Paul West, - Master, 1812

Saturday
July

4th light N. Westerly winds, and considerable swell from the N. N. E. quarter steering East and rolling heavy all the 24 hours, the most of our fleet, with boats down communicating with each other, but in obedience of the Commodore's orders, I kept distant from any ship except the Piedmontaise, in getting up water, found another cask empty & unexpectedly we had no stock is reduced to ten barrels, in consequence of which, I broke up every cask, emptied the slops & sent the casks for first use, and stowed the two casks left in the middle of the fore-castle amongst the crew, in order for the rats to be prevented from gnawing through and taking out what little we have left - during these 24 hours found the ship current to the Southward at the rate of 2 a knot.

Lat 44-38 Long 10-16-15
(Chron - 16-47-30)

Sunday
July

5th light N. W. winds and dark heavy weather steering East with all the fleet in sailing order at noon (Signal steered E. B. & V) afternoon the winds so light that boats paid about the fleet occasionally without delay spoke the H. C. Northumberland again who were politely offered to supply me with water but at present shall endeavour to do without it by comparison of longitudes found and Chronometer to agree within a few miles.

The high swell from the N. N. E. kept us rolling very heavy throughout these 24 hours

Lat 45-12 Long 10-14-45
(Chron - 15-23-00)

Ship's Journal from 1st June

Monday
July

6th with light Westerly winds and fair weather
our fleet made the best of its steering (is)
the full force were at all in sight sail
at 10 A.M. the 1st Commodore took the
indisensible in tow, at 11th signal our
Commodore required the
Longitude of the in which
was immediately shown
and noted as follows
By the Mean of which
it appears that we are
not a days sail from
Landings in the (is)
of the British Channel
providing the wind is fair
Employed at repairing sails
when correct Lat is 46-00
Mean Longitude of Transmitters
afternoon light winds unsettled in the 11th quarter
and after 8 P.M. very thick fog, but by signal
even ship carries a light during this night

Guns	13-51
Europe	13-48
Breatham	14-23
Devonshire	14-03
Melville	13-54
Phoenix	13-46
Hugh Inglis	13-43
Wm Pitt	13-50
Tristen	14-23
Barine	13-46
Northumberland	13-43
Dromedary	14-00
Medmot rise	13-50
Mean Longitude of Transmitters	13-55

Tuesday
July

7th very light, unsettled air and thick fog most of
the time, at 6 A.M. we cleared the ice and fleet
very much squandered about, but by signal our
Commodore put each ship in her respective station,
at 10 A.M. sprung up a moderate E. wind
and cool temperate weather, with which we stood
to the S.W. at the latter part without
seeing or having seen any strange sail, soon
passing the Lat of the Western Island
Lat 46-21 Long 12-26
Ch... 12-43-00

To Mr. London.

2nd 1821.

Nov 1812

1850
July

The moderate E. trade winds and cool bowry and at times
 misty weather, proving howindward on the most advantageous
 tack, at 5 A.M. we saw two strange Ships E. N. E. of us
 our Commodore made signal for the H. M. S. Warble to chase
 but as she was far in the rear, our Com^{dr} put on sail
 in chase himself, first ordering the H. M. S. to follow
 the enemy, at 10 A.M. he spoke the strangers
 and then proceeded immediately to take his station, which
 he did at 1 P.M. he reached, whilst the strangers were
 leaving down toward our fleet, at 2 P.M. the Atlantic
 was sent with some message to the strangers
 who all got into our fleet and proved to be two
 ships from Jamaica, homeward bound, light laden
 latter part fresh winds at V. E. N. E. and E. N. E.
 standing down close-hauled against an ugly sea
 Lat. 4, 03 Longt^d { 75 12-26
 { 76 12-48-00

High Curves from St Helena

Friday
July

Strong winds at E.B.A and very smoky weather
standing to the N.W. by the wind and double reef
to sails in an early breeze, at 5 P.M. our
boarded a small Spanish ship from the E. bound
to the W. but saw no other strange sail during
this day, the winds strong and as contrary as possible
the fleet making considerable leeway, kept us often
running free from the wind to preserve our stations
employing making the cargo as usual every two
days out of three, and at 10 P.M. Tappan boats
left 4 P.M. Long 11 57
Lat 14 30 Long 12 14 43

Saturday
July

continued strong Easterly winds and
low, and at times misty weather, standing to the
S.E. by the wind with our fleet in proper
order of sailing, at noon I spoke for bottom with
200 line but found none; same time our Commodore
regd the Longitude & Chronometer, which was
shewn in the following order

Europe	13-00
Wm Pitt	12-53
Dromedary	13-00
Stratham	13-36
Curus	12-46
Northumbland	12-40
Baring	12-45
Hugh Inglis	13-03
Phoenix	12-53
Dr Melville	13-00
Palmer Castle	13-36
Levenshire	13-00
Dr	13-10
Redmontaise	12-41
Mean	13-01

afternoon the winds moderate
so that the dull ships set
Tappan boats over single reefs
and loaded up S.E.
at 7 P.M. foggy weather in
consequence of which our
fired a gun every half hour
during all the latter part
but saw no ship except
H.M.S. Redmontaise & Dromedary
and kept within half of them
most of the time
at 12-32
Lat 14 34 Long 12 14 43

For London Paul H. ... 1812

Tuesday
July

12th moderate winds at E S E and very thick fog, standing to the S N E keeping within a cables length of our Commodore who continues firing a gun every half hour until 9 A.M. when it cleared a little, and exposed to view only four of us that had kept within sound of our gun above King, - L. M. Commodore, the H. (Ship Thomas, & another and the (one), - the fog being first clear, saw nothing in that part, we fire here too, at 9 1/2 it cleared again and we saw all the rest of our fleet in the S S E 1/2 E, but at 11 1/2 the (one) the (one) and (one) continued to the S E 1/2 E of the wind, being high but is in for bottom, at 2 P.M. another Jamaica Ship (and the fleet for London), saw two other Ships in the N W 1/4 E
Lat 51-54 Long 12-24
Lat 51-54 Long 12-10 15

Monday
July

13th with light Easterly winds, stood to the N W 1/2 W, at 10 it then about ship to the S W, some of the fleet waiting so dull as to cause the fleet to loose instead of gaining ground in a contrary wind, although on a very smooth sea, saw four strange sail in different directions, spoke none of them, afternoon I went ahead and tried for bottom but in vain with 200 line latter part light airs in the V E 1/2 E from S S E most of the fleet with their boats down communicating with each other
Lat 50-54 Long 12-00
Lat 50-54 Long 12-19 15

Sunday
July

14th light Easterly winds and fair smooth weather, flying downwindward on the most advantageous track a small ship from the West Indies joins the fleet for London, as I am short of water, I applied for permission to get some of the Indispensible, but instead of permission, our Commodore gave me a small butt of water from his own stock, latter part winds inclining as far S by as S S E, stood to the E and but did not reach bottom at the end of these 22 hours.
Lat 49-27 Long 11-12 Chr 11-37-15

Commodore
H. M. ...
22-27

Ship Cyrus from St. Helena

Wednesday 15th July
 brisk winds at South, and drizzly weather standing to the E. by the wind against a light short sea, at 4.15 signal. The Dromedary went ahead, and at 8 rounded and found 75 fathoms water, the colour having changed from blue to green since crossing a distance of 25 miles. In the afternoon the winds increased at about South with thick weather, after making several signals, our at 6 made signal to steer S. by E. if the wind comes from at 7 signal the fleet have too, and were all to carry a light the ensuing night, acted accordingly, and as the weather proved very thick I kept very near the Commodore to the end of these 24 hours, on a very rough sea and strong southerly winds headed E. by S.
 Lat 34° 49' Long 18° 27'

Thursday 16th July
 begins with strong winds at S. by E. lying down too with the enemy in boisterous weather, at 3 AM a sudden shift of wind to S. by W. and nearly calm, made sail signal accordingly, at 6 cleared away exposed all our fleet to view, but considerably spread apart, middle and better part light winds varying about the S. - E. and N. by W. quarters flying on the most favourable tack.
 at noon signal for Long 18° 30' which was made in following order
 Northumberland 8.30
 Dromedary 9.00
 Hugh Inglis 9.00
 Devonshire 9.07
 Phoenix 8.47
 Cyrus 8.37
 Europe 8.30
 Preston 9.13
 Baring 8.30
 L. Melville 8.47
 Malver Castle 9.07
 Wm Pitt 8.45
 Piedmontaise 8.26
 Mean 8.30

same time, found 74 fms water very bottom, which, with the Lat of Observation allows us to be in Long 8.30 Channel (East) at 8.30
 Lat 30.28 Long 18.30 (as noted)
 at 8 signal to steer S. by E. until the wind came fair

For London

Paul West

Hester 1861

Friday 17th July the light N Easterly winds and back lower, foggy at times & misty weather. Steered S E till 6 A.M. then signal to the fleet very much of a piece. Employed in obedience of orders of our (Commodore) to make further preparation for anchoring by unfastening our Anchors and bending the cables. At noon calm. at 2 P.M. a breeze springing up at S. with which we stood to the S.E. to the end of the 24 hours. at noon had 73 fathoms water.

Lat 49.56 Long 12 } Alt. 7-59
Ch. 7-38-10

Saturday 18th July moderate S.W. by breezes and thick weather. Steered S E till 6 A.M. then S.W. by a strange ship joining the fleet. I was sent by our (Commodore) to give him orders. at 6 A.M. spoke and found her a ship from Demerara bound to London. gave her the (Commodore's) orders and at 8 regained my station again in the fleet. saw several vessels of all sizes and descriptions, spoke a Selly Pilot-Boat, by whom St. Ignace (Selly) light bore S E by N 2-6 leagues, at 10 our (Commodore) made signal for Land, N.E. of us, but foggy & prevented any other person from seeing it. continued steering to the E. for the fair way of the Channel in a thick fog. at 7 P.M. had 27 fathoms water. (lots of rotten shells and shelly stones. Judge the Logard to bear N E by N 3-or-4 leagues. the boats communicating with several ships of our fleet one of them coming within hail. I ordered her off immediately to our (Commodore).

Lat (at noon as usual) 49.35 Long 12 } Alt. 6-14
Ch. 5-37-30

Ship Cyrus from St Helena

Sunday 19th July - Light winds in the N. W. and Southern quarters with thick misty and foggy weather, clearing up Channel East. The fog passed through the 24 hours at intervals tolerable clear, so that at 7 A. M. saw the Land about the Star point bearing N. W. E. or 6 leagues distant, at 8 spoke the Commodore and requested permission to send a letter on shore, but he refused such permission, enquired the state of health on board my ship, and being satisfied of the good state of all on board, and also of the impossibility of any disease ever having been received here, he told me that although he did not think me subject to perfect quarantine, yet he could not allow me to communicate. But of course the proper Officer of Quarantine would release me when I reported to him. He then ordered me to go round the Point, and give his particular orders to every ship in the fleet that he could not communicate with by telegraphic signals, which I immediately set about, but as the wind was light and the small ships far apart, I did not accomplish and regain my station till 6 P. M. several vessels and craft of all kinds about us at 8 P. M. saw the hills of St Helena. At 3 1/2 afterwards very thick fog kept close alongside of the Commodore, the whole of our fleet carrying a light during night.

At noon Lat 30.56 Long 3.08 - Star, N. W. 7 leagues

For London, - Paul Misch, Master - 1812

Sunday 20th light Westerly winds and very thick foggy weather
July running up Channel E.B.S. at 4.30 it became more
rec-said. Took light S.E. 7 or 8 leagues, saw several
suspels of most all descriptions, kept very close to
our Commodore and spoke none, middle and latter
part fine moderate Westerly winds, and fair w.t.
continuing our course up Channel E.B.S.
at noon the Bowers light vessel bore North 4 leagues
at 6 P.M. reaching S.E. 4 leagues, then the Commodore
orders to take the first Pilot that offers who of
course will direct me in a proper manner
at 11 P.M. Lighthouse light South 3 miles met
with two Pilot boats one at Dover the other at Deal
at which ~~last~~ Dover (master) took a Pilot
and have two along side the Commodore for daylight.

Tuesday 21st brisk N.W. winds and usually w.t. at 10.30
July - made sail off Folkestone and run for the Channel
hoisted the yellow flag and past through a swarm
of Men of War's boats who on that account gave
me the way, at 8 past through the gull stream
with some single reefed barges at 1 P.M. clear
weather, gale up and came too on the 16 tide in
Margate roads on 8 ft water N. S. light South
3 or 4 miles, at 3 P.M. mist and fog up with
the fleet on 2 with a mist N. of us at 4
came too again in the lower part of the reach
the Nine light N. S. 3 leagues, having made
Westerly winds and fair weather

Ship Cyrus from St Helena

- Wednesday 22nd light Westerly winds and fair weather. At 6 AM
July weighed on the beam, ply'd up and at noon came to
on the old Just above Gravesend, having changed
Pilots for a river-pilot.
did not find the least delay on passing the
officer of quarantine, at 5 PM weighed and got up
to Woolwich
- Thursday 23rd light Westerly winds and fair weather
July at 7 AM weighed on the beam and ply'd up
to London, at noon took the Cyrus into the
East Country Dock and secured her in safety
- Friday 24th fair weather Reported on Entered the Ship at the
July Custom-House employed a Person who began to strip
unrig the Cyrus, having unhooked sails &c
- Saturday 25th fair weather Rec'd the proper officers on board and
July Mustered the crew inwards
began to clear the lower lumber and prepare for
discharging the Cargo, had part of my wearing apparel
and ship's stores seized and taken from me
- Sunday 26th Ship lying in the East Country Dock and in danger
of robbery took necessary precautions accordingly,,
- Monday 27th broke bulk and filled the deck with casks of oil, but
the want of a landwarder could not discharge any,
- Tuesday 28th began discharging the Cargo direct on to the quay
- Wednesday 29th { continued discharging the Cargo to the end of this week
Thursday 30th { having very dirty changeable weather, and myself
Friday 31st { very unwell with a cold
Saturday 1st { found the the Cargo to turn out in about the
August 1st { usual order with some casks full and some
otherwise

Conclusion at London 1812

163

Sunday 2nd as usual, let all stand still on this day of the week
August having nearly all discharged from on board

Monday 3rd this day I completed discharging the whole of the
Cargo from on board of this Ship (given into the hands
of the East-India Dock, and into the charge of
Messrs. Thos. and John Mather's

Tuesday 4th during these three days, I had the Ship cleaned
Wednesday 5th her rigging taken off, her spars arranged
Thursday 6th in proper order for docking and left her lying
 snug in the E Dock all ready for undertaking
any other Voyage whenever the Owners may be
inclined, and therefore finally Resign the
Charge to Messrs. Thos. and John Mather's
at No. 40 Mining-Lane, London;

Account of Reports of Board of 1812

Date		Place		Particulars		Amount		Remarks	
1812	May 2	At St Helena	Arrived	do	do	do	do	do	do
	May 11	At St Helena	Arrived	do	do	do	do	do	do
	May 12	At St Helena	Arrived	do	do	do	do	do	do
	May 13	At St Helena	Arrived	do	do	do	do	do	do
	May 14	At St Helena	Arrived	do	do	do	do	do	do
	May 15	At St Helena	Arrived	do	do	do	do	do	do
	May 16	At St Helena	Arrived	do	do	do	do	do	do
	May 17	At St Helena	Arrived	do	do	do	do	do	do
	May 18	At St Helena	Arrived	do	do	do	do	do	do
	May 19	At St Helena	Arrived	do	do	do	do	do	do
	May 20	At St Helena	Arrived	do	do	do	do	do	do
	May 21	At St Helena	Arrived	do	do	do	do	do	do
	May 22	At St Helena	Arrived	do	do	do	do	do	do
	May 23	At St Helena	Arrived	do	do	do	do	do	do
	May 24	At St Helena	Arrived	do	do	do	do	do	do
	May 25	At St Helena	Arrived	do	do	do	do	do	do
	May 26	At St Helena	Arrived	do	do	do	do	do	do
	May 27	At St Helena	Arrived	do	do	do	do	do	do
	May 28	At St Helena	Arrived	do	do	do	do	do	do
	May 29	At St Helena	Arrived	do	do	do	do	do	do
	May 30	At St Helena	Arrived	do	do	do	do	do	do
	May 31	At St Helena	Arrived	do	do	do	do	do	do

Account of the late capture of - 1811

Journal of the birds winter at board of - 1810 and 1811.

Part of Journal continued

Paul West

From
The Western World to London

Latitude		Longitude		Days from 1 st of March
Account	Observation	Account	Computation	
1312 14.10.38 E	34 miles	50-04.1	10-00	21
14 14.15 E	32	49-24.1	11-12	28
15 14.20 E	32	49-11	9-27	31
16 14.30 E	34	50-20	8-30	60
17 14.31 E	37	49-30	7-51	61
18 14.38 E	32	49-31	6-14	62
19 14.40 (as usual) 14.40				63
20 do do				64
21 14.42 (as usual) 14.42				65

19	110 E	81 miles	30.00	29.35	36.12	31.24	30.00	33
20	125 E	92	31.20	31.21	35.20	36.45.00	"	34
21	130 E	130	33.14	33.13	34.09	35.17.00	"	35
22	128 E	158	35.30	35.32	32.40	33.38.30	"	36
23	135 E	115	37.23	37.20	32.27	33.20.45	"	37
24	135 E	24	37.48	37.50	32.24	33.17	"	38
25	140 E	16	38.46	38.06	32.24	33.19.45	"	39
26	120 E	23	38.23	38.27	32.14	33.41.15	"	40
27	124 E	71	39.35	"	32.14	33.17.00	"	41
28	120 E	77	40.45	40.50	31.40	32.39.30	"	42
29	135 E	100	42.00	42.01	30.26	31.29.00	"	43
30	140 E	97	42.55	42.38	28.25	29.15.00	28.57.30	44
Total 170		153	43.20	43.24	25.04	"	"	45
2	130 E	168	44.00	44.03	21.19	21.51.15	"	46
3	135 E	150	44.38	44.34	19.55	18.25.45	"	47
4	137 E	73	44.52	44.38	16.15	16.47.30	"	48
5	142 E	72	45.10	45.12	14.45	15.33.00	"	49
6	135 E	81	45.50	45.59	13.11	13.51.00	"	50
7	135 E	39	46.21	46.21	12.20	12.43.15	"	51
8	140 E	44	47.07	47.05	12.20	12.43.15	"	52
9	135 E	68	46.10	46.12	11.30	"	"	53
10	120 E	51	46.57	47.00	11.59	12.14.45	"	54
11	135 E	97	48.28	48.34	12.32	12.45.00	"	55

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Date 1812		Time		Altitude		Longitude		Latitude		Remarks	
Hour	Minute	Hour	Minute	Feet	Meters	Feet	Meters	Feet	Meters	Feet	Meters
1	00	12	00	100	30	100	30	100	30	100	30
2	00	12	00	100	30	100	30	100	30	100	30
3	00	12	00	100	30	100	30	100	30	100	30
4	00	12	00	100	30	100	30	100	30	100	30
5	00	12	00	100	30	100	30	100	30	100	30
6	00	12	00	100	30	100	30	100	30	100	30
7	00	12	00	100	30	100	30	100	30	100	30
8	00	12	00	100	30	100	30	100	30	100	30
9	00	12	00	100	30	100	30	100	30	100	30
10	00	12	00	100	30	100	30	100	30	100	30
11	00	12	00	100	30	100	30	100	30	100	30
12	00	12	00	100	30	100	30	100	30	100	30
13	00	12	00	100	30	100	30	100	30	100	30
14	00	12	00	100	30	100	30	100	30	100	30
15	00	12	00	100	30	100	30	100	30	100	30
16	00	12	00	100	30	100	30	100	30	100	30
17	00	12	00	100	30	100	30	100	30	100	30
18	00	12	00	100	30	100	30	100	30	100	30

11	N 3 E	108	22-07	22-10	5-27	6-11-30	-	70
12	N 12 E	-79	20-51	20-54	5-10	5-50-15	-	71
13	N 24 E	-52	20-04	20-09	4-47	5-28-00	-	72
14	N 16 E	-85	18-42	18-47	4-23	5-40-00	4-44-00	73
15	N 20 W	125	16-46	16-50	5-17	5-52-15	5-21-30	74

Abstract continued from 8th Decm. towards London

Date	Current	Distances	W. 1/2	W. 1/4	Long	Lat	Summ	Days from 8th Decm
812 May 18th	N 40 W	128 miles	14-10-10	14-17-10	7-16	7-16	-	1
19	N 45 W	112	12-53	12-58	8-36	-	-	2
20	N 45 W	102	11-45	11-46	9-48	10-15-45	-	3
21	N 46 W	107	10-30	10-32	11-06	-	-	4
22	N 47 W	-99	9-21	9-25	12-18	13-07-15	-	5
23	N 49 W	106	8-10	8-13	13-35	14-31-00	14-31-00	6
24	N 56 W	108	7-09	7-18	16-00	-	-	7
25	N 60 W	126	6-12	6-10	17-49	17-44-45	-	8
26	N 60 W	-86	5-25	5-27	19-03	-	-	9
27	N 58 W	96	4-36	4-36	20-24	21-08-00	-	10
28	N 47 W	-97	3-31	3-30	21-35	22-27-30	-	11
29	N 34 W	-93	2-14	2-13	22-27	-	-	12
30	N 34 W	130	0-07-10	0-07-10	24-00	24-14-15	-	13
31	N 12 W	-92	1-23-10	1-23-10	24-19	-	-	14

Back of Journal continued (Unrecorded)

1812

to the north, towards London, by way of St. Albans

Date		Distances		Latitude		Longitude		Time from	
March 20th		St Albans		St Albans		St Albans		St Albans	
22	135 1/2	170	49-51	48-29	49-52	48-16	47-43	44-09	43-34-30
23	147	174	46-18	46-19	41-08	39-18	37-22	34-33	34-01-00
24	150	180	45-21	"	"	37-22	"	"	"
25	152	185	43-47	43-23	30-43	27-40	25-34	23-40	22-55
26	156	190	41-10	41-14	27-40	25-34	23-40	22-55	22-55
27	160	201	39-19	39-09	27-40	25-34	23-40	22-55	22-55
28	163	189	37-40	36-24	22-55	22-55	22-55	22-55	22-55
29	167	100	34-56	34-52	19-31	18-40	18-57	18-57	18-57
30	170	182	34-06	34-02	14-28	13-01	10-20	10-51	10-51
31	174	184	33-19	33-17	9-49	8-13	8-30	8-30	8-30
1	178	103	31-31	31-35	7-28	6-45	6-12	5-39	5-39
2	182	85	29-20	29-20	6-45	6-12	5-39	5-39	5-39
3	186	101	27-59	27-56	6-12	5-39	5-39	5-39	5-39
4	190	104	26-35	26-30	5-39	5-39	5-39	5-39	5-39
5	194	108	25-08	25-10	5-39	5-39	5-39	5-39	5-39
6	198	112	23-54	23-52	5-39	5-39	5-39	5-39	5-39

Journal of the Survey of the Coast of New Brunswick, 1812

High (upons) and (over) water from the coast of New Brunswick, towards England, 1812

February 1812	Courses	Distances	Latitude		Longitude		Days from
			Account	Observation	Account	Observation	
1	North	24 miles	12-05 S	12-05 S	77-32	77-32-00	1
2	North	109	13-20	13-21	78-51	78-51-15	2
3	N 1/2 E	61	14-07	14-02	79-33	79-41-10	3
4	N 1/2 E	50	14-36	14-31	80-14	80-30-43	4
5	N 1/2 E	41	14-40	14-41	80-54	81-12-15	5
6	N 1/2 E	39	15-15	15-13	81-17	81-32-15	6
7	N 1/2 E	37	16-02	16-02	82-32	83-00-15	7
8	N 1/2 E	28	16-58	17-01	83-26	84-03-30	8
9	N 1/2 E	29	18-39	18-44	84-47	85-21-15	9
10	N 1/2 E	78	19-47	19-47	85-35	86-10-30	10
11	N 1/2 E	20	20-05		85-43	86-16-45	11
12	N 1/2 E	30	20-38	20-35	85-43	86-21-45	12
13	N 1/2 E	97	22-07	22-07	86-16	87-06-15	13
14	N 1/2 E	122	24-00	24-02	87-00	88-03-30	14
15	N 1/2 E	44	25-37	25-38	87-21	88-29-30	15
16	N 1/2 E	60	26-42	26-40	88-18	89-40-15	16
17	N 1/2 E	83	27-45	27-50	89-06	90-29-00	17
18	N 1/2 E	75	30-42	30-49	91-13	92-49-45	18
19	N 1/2 E						19
20	N 1/2 E						20

H. Stinson at the Southland Islands in Spring 1907		Thick	Sea Islands				
1	179	120	50-52	50-58	62-27	61-41-43	68
2	179	120	50-52	50-58	62-27	61-41-43	68
3	179	120	50-52	50-58	62-27	61-41-43	68
4	179	120	50-52	50-58	62-27	61-41-43	68
5	179	120	50-52	50-58	62-27	61-41-43	68
6	179	120	50-52	50-58	62-27	61-41-43	68
7	179	120	50-52	50-58	62-27	61-41-43	68
8	179	120	50-52	50-58	62-27	61-41-43	68
9	179	120	50-52	50-58	62-27	61-41-43	68
10	179	120	50-52	50-58	62-27	61-41-43	68
11	179	120	50-52	50-58	62-27	61-41-43	68
12	179	120	50-52	50-58	62-27	61-41-43	68
13	179	120	50-52	50-58	62-27	61-41-43	68
14	179	120	50-52	50-58	62-27	61-41-43	68
15	179	120	50-52	50-58	62-27	61-41-43	68
16	179	120	50-52	50-58	62-27	61-41-43	68
17	179	120	50-52	50-58	62-27	61-41-43	68
18	179	120	50-52	50-58	62-27	61-41-43	68
19	179	120	50-52	50-58	62-27	61-41-43	68
20	179	120	50-52	50-58	62-27	61-41-43	68
21	179	120	50-52	50-58	62-27	61-41-43	68
22	179	120	50-52	50-58	62-27	61-41-43	68
23	179	120	50-52	50-58	62-27	61-41-43	68
24	179	120	50-52	50-58	62-27	61-41-43	68
25	179	120	50-52	50-58	62-27	61-41-43	68
26	179	120	50-52	50-58	62-27	61-41-43	68
27	179	120	50-52	50-58	62-27	61-41-43	68
28	179	120	50-52	50-58	62-27	61-41-43	68
29	179	120	50-52	50-58	62-27	61-41-43	68
30	179	120	50-52	50-58	62-27	61-41-43	68
31	179	120	50-52	50-58	62-27	61-41-43	68

Abstract of the Journal (continued)

W. Jones, and H. H. Hunter from England bound round the Horn to the East of Horn 1810

Date	Course	Distance	Latitude	Longitude	Height	Temperature	Barometer
Dec 15	2121 W	42	30-01	30-05	46-32	48-37-15	52
16	2159 W	72	30-31	30-42	48-00		53
17	2164 W	46	31-05	31-02	48-45		51
18	2143 W	148	33-02	32-50	50-47		52
19	1140 W	217	35-30	35-34	53-33		53
20	2138 W	164	37-44	37-45	53-40		54
21	1134 W	86	38-34	38-36	56-41		55
22	2139 W	88	39-12	39-12	58-32		56
23	1138 W	148	41-11	41-06	60-28		57
24	1139 W	83	41-49	41-47	59-13		58
25	1153 W	163	44-05	44-02	61-20		59
26	2120 W	146	45-58	46-00	62-21		60
27	2130 W	85	46-51	46-48	61-40		61
28	2153 W	80	47-01	47-01	61-01		62
29	2144 W	28	47-09	47-00	60-21		63
30	1153 W	41	47-27	47-52	59-32		64
31	1117 W	67	48-35	48-36	59-02		65
Jan 1	1120 W	47	49-17	49-12	59-48		66
2					61-34		67

from the Island

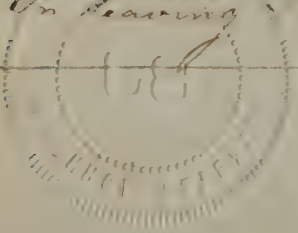
November 16 th 1877									
17	0.116 E	.68	21-37	20-36	20-35	26-43		20	20
18	0.115 E	.77	19-20	19-21	19-21	26-06		22	22
19	0.105 E	.79	18-01	18-05	18-05	25-43		23	23
20	0.184 W	1.09	16-20	16-17	16-17	25-57		24	24
21	0.161 W	1.52	13-51	13-55	13-55	25-37		25	25
22	0.161 W	1.88	10-49	10-47	10-47	25-37		26	26
23	0.15 E	1.91	7-31	7-37	7-37	25-42		27	27
24	0.118 W	.99	6-02	6-03	6-03	26-13		28	28
25	0.134 W	.52	5-17	5-20	5-20	26-42		29	29
26	0.145 W	.68	4-36	4-32	4-32	27-30		30	30
27	0.123 W	.36	4-04	4-00	4-00	27-43		31	31
28	0.130 W	.67	3-02	3-02	3-02	28-18		32	32
29	0.134 W	.90	1-44	1-48	1-48	29-05		33	33
30	0.141 W	.53	0-48	0-52	0-52	29-08		34	34
(2) December 1 st 1877		1.25	1-06 South	1-09 South	1-09 South	29-34	27-56 00	35	35
2	0.126 W	1.38	3-10	3-13	3-13	30-34	29-24 15	36	36
3	0.126 W	1.73	5-39	5-48	5-48	31-52	32-35 00	37	37
4	0.150 W	1.50	7-30	7-38	7-38	33-17	32-35 00	38	38
5	0.134 W	1.57	10-18	10-18	10-18	34-42		39	39
6	0.123 W	1.71	12-50	12-55	12-55	35-32	33-38 00	40	40
7	0.123 W	1.77	15-43	15-38	15-38	37-05	34-53 15	41	41
8	0.123 W	1.64	18-02	18-07	18-07	38-10		42	42
9	0.123 W	1.46	20-17	20-23	20-23	39-10		43	43
10	0.123 W	1.44	21-00	21-03	21-03	39-28		44	44
11	0.120 W	1.16	22-50	22-50	22-50	40-17		45	45
12	0.135 W	1.54	24-59	24-57	24-57	41-54		46	46
13	0.141 W	1.51	26-37	26-37	26-37	43-52		47	47

Ship Cyrus's draught of water

or, how many feet and inches I kept her keel under the surface of the sea, at different times during this present voyage 1810

1811-and-1812

On arriving at Falkland Islands Jan ^y 3 rd 1811	Forward 12-6 Aft 13-9
On leaving Falkland Islands Jan ^y 7 th 1811	Forward 12-7 Aft 14-1 1/2
On leaving St. Mary's Feb ^y 3 rd 1811	Forward 12-7 Aft 14-2
On arrival at Charles Island April 20 th 1811	Forward 12-6 Aft 13-10 1/2
Recalmd in Banks Bay May 8 th 1811	Forward 12-7 Aft 13-11
At and leaving Lima Sep ^r 21 st 1811	Forward 12-8 1/2 Aft 14-1 1/2
At and on leaving Lima Feb ^y 1 st 1812	Forward 14-0 Aft 15-1 1/2
On arrival and at anchor at St. Helena April 16 th 1812	Forward 13-9 Aft 14-6
On leaving St. Helena after getting under way	Forward 13-8 Aft 14-7



Sailed from London July 8th 1804 — }
 Arrived at London June 15th 1806 } Absent — $\frac{\text{mo.}}{23} \frac{\text{days}}{7}$

Sailed from London Augth 3th 1806 }
 Arrived at London June 30th 1808 } Absent — 22^{mo} 25^{days}

Sailed from London Augth 28th 1808 }
 Arrived at London July 7th 1810 — } Absent — 22^{mo} 09^{days}

Sailed from London Octth 5th 1810 }
 Arrived at London July 23rd 1812 } Absent — 21^{mo} 17^{days}
 Total — 89^{mo} 28^{days}

Copied from My Journals July 24th 1848

Paul West

